

REVIEW

COMMEMORATIVE ISSUE

MAJOR GENERAL F.F. WORTHINGTON, CB MC MM

RCAC REVIEW

No 4 August 1968

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The views expressed by authors in this Review are their own and not necessarily those of the Department of National Defence.



SECTION 1

PAST COLONEL COMMANDANT OF THE
ROYAL CANADIAN ARMoured CORPS

MAJOR GENERAL F. F. WORTHINGTON CB MC MM CD (DECEASED)

Major General Frederic Franklin Worthington CB MC MM CD was first appointed Colonel Commandant of the Royal Canadian Armoured Corps on June 18th, 1948. His persistence and vision made possible the growth of the Corps from 24 all ranks in 1936 to a formidable fighting force of more than 20,000 men by 1945.

He was known as "Worthy" to his officers and affectionately, as "Fighting Frank" to thousands of troopers during the Second World War. He was rightly referred to as the "father of the Canadian Armoured Corps".

"Worthy" was far from the conventional model of a modern Major General. To begin with, he rose from the ranks. He was a soldier of fortune almost from childhood.

Born in Scotland, he lived in Los Angeles until he was orphaned at the age of 11. He then joined his half-brother, who became his guardian, at a gold mine in Mexico where his half-brother was an engineer. Pancho Villa raided the mine, killing his half-brother and leaving young Worthington to face life alone at the age of twelve.

Tiring of being a drudge, he went to sea at the age of 14 as a cabin boy on a three master sailing ship. At the age of sixteen he had worked his way to San Francisco in time to experience the earthquake of 1906. Later, because he was the only one able to operate a Gatling Gun, he was made an officer in the Nicaraguan Navy at the age of eighteen. This was the beginning of his military career.

Later, he sailed around the Horn, fought in South American wars and Mexican revolutions. When the First World War broke out, he joined the Black Watch in Montreal and distinguished himself fighting in the ranks, earning the Military Medal and bar, and his promotion to commissioned rank. Wherever there was action he acquitted himself with courage and intelligence.

In 1916, Corporal Worthington was faced with a court martial for "tinkering and tampering" with Government property, the property being a Lewis Gun. It was found that his "tinkering" had actually improved the weapon and court martial proceedings were dropped. His modification to the Lewis Gun was soon adopted throughout the Canadian Corps.

To the end of his career, his "tinkering and tampering" were usually resisted by the "powers that be." However, his ideas were ultimately proven so sound, they were enthusiastically adopted - although not always credited to him! Typical of this was the fact that the officer who first attempted to court martial Worthy was officially credited with the modification to the Lewis...

He attended the Officers' Training Centre at Pirbright, England and after graduation joined the 1st Canadian Motor Machine-Gun Brigade early in 1918. Because he had seen action, he was promptly promoted Captain and made Commander of "D" Battery with the 18th Machine Gun Company. Later after seeing action with "E" Battery, Captain Worthington was awarded the Military Cross and bar. At the end of World War I he joined the Permanent Force and in 1923 went to Winnipeg to become a member of Princess Patricia's Canadian Light Infantry, still holding the rank of Captain.

The Canadian Army's first tracked vehicles were twelve British-built Carden Lloyd machine gun carriers purchased in 1930. A course on their operation and application was laid on at Kingston, Ontario early in 1931. Captain Worthington was selected to attend this course, but because the instructor from Vickers failed to appear, he gave the course. The instructor too, apparently, passed the course!

In 1936, when the international situation deteriorated, a modest program of strengthening the defence forces was begun. It was in that year that six cavalry regiments of the Non-Permanent Militia were re-organized as tank units and the Permanent Force was authorized to establish the Canadian Tank School at London, Ontario.

The first commandant was Captain (brevet major) F.F. Worthington, whose experience in the First World War with armoured machine-gun trucks had taught him the value of combining firepower and mobility. Tanks, he said, would be used in great numbers and predicted that they would play a decisive part in the next war.

Major Worthington was allowed to select a staff of five other officers and eighteen NCOs and men from various regiments of the Permanent Force. All ranks were attached to the Royal Canadian Regiment at Wolseley Barracks.

London did not have suitable facilities for good mechanical training so Major Worthington arranged for his cadre to attend an engine maintenance course at the RCAF Ground School in Trenton. At the same time he was authorized to attend a 10-month course at the Royal Tank School at Bovington, Surrey.

Returning in 1938, Major Worthington trained his officers and NCO instructors in tank tactics, gunnery and communications. Facilities were lacking for the training of tracked vehicle drivers in the London area, so he recommended that the training centre be moved to Camp Borden. This was done in 1938 and the Canadian Tank School was redesignated the Canadian Armoured Fighting Vehicles School and comprised of 25 all ranks. In August, as Commandant of the School he was promoted acting lieutenant colonel which brought pay of rank and a string of titles - Captain, Brevet Major, Acting Lieutenant Colonel Worthington.

Also in the fall of 1938, the training centre received its first tanks, two British Mark VI light tanks mounting two machine-guns in a turret. At the fall manoeuvres of Canada's tiny 4,500-man peace-time army at Camp Petawawa, the twelve carriers and two tanks of the AFV Training Centre and a squadron of cavalry from the Royal Canadian Dragoons served as the exercise "enemy".

When the exercise was over, the umpires ruled that the main force had been soundly defeated by the fast-moving "enemy" group commanded by Worthington.

By the outbreak of war in September 1939, several hundred key militia tankmen had received some training in the employment of armour on the modern-day battlefield. On the eve of war, fourteen Mark VI light tanks arrived at the training centre. The unit was placed on a wartime footing immediately and training was greatly accelerated.

However, a number of government and defence officials were convinced that tanks would not be used. In December, Lieutenant Colonel Worthington received orders to close the tank school and direct his attention to the training of machine-gun carrier drivers for the infantry. Although the work of 15 months was lost, he was convinced that events would prove that the tank and highly mobile forces would dominate the battlefield. He continued to stress tactics, gunnery and communications.

In April 1940, at the end of a lecture he gave at the Military Institute in Toronto, he was asked how he visualized tanks going through the Maginot Line. "They won't try to," he replied. "They'll swing round it." He then plotted the routes likely to be followed by the Nazi Panzer divisions and within the year they were followed faithfully.

When Hitler's armoured columns overran France, tank training was quickly reinstituted. Lieutenant Colonel Worthington was called to Ottawa and given the task of organizing a Canadian Armoured Corps based on his earlier recommendations. He acted with characteristic despatch and the Canadian Armoured Corps was officially founded on 13 August, 1940.

Promoted to Colonel, he was again appointed commandant of the Canadian Armoured Fighting Vehicles Training Centre, and shouldered the additional duties of administrative officer of the Armoured Corps, Technical Advisor to the Tank Production Board in Ottawa and commander of the 1st Armoured Brigade.

When he heard that a U.S. arsenal had a large number of First World War Renault tanks in storage, he made a hurried trip to inspect them. They were new and could be put into running condition quickly, and though obsolete would be most useful for training. He then arranged for the purchase of all 265 tanks, plus 45 tons of spare parts and 13 new engines, as scrap metal at \$20.00 per ton. The tanks arrived in Camp Borden aboard several trains, consigned to Mr. F.F. Worthington of the "Camp Borden Iron Foundry".

The deficiencies of pre-war British tanks were obvious to Colonel Worthington and he turned his attention to tank design and production. The Defence Department wanted to equip Canadian units with the Valentine tank. He protested strongly, warning that it was already obsolete and convinced the Department that Canada could design and produce a better tank. A running prototype was built in 20 months. Colonel Worthington's design called for a cast steel hull, a large revolving turret on a 72-inch ring, and a gun of at least 75mm calibre. He had to settle for a 60-inch turret ring mounting a two-pounder gun.

The prototype Canadian tank was lent to the U.S. War Department and they agreed with Worthington's recommendations and installed the 72-inch turret with 75mm gun. The American tank became the M-4 Sherman. Canadian factories produced his prototype, known as the Ram I cruiser. It was followed by the Ram II, mounting a six-pounder gun, and the Grizzly, with 75mm gun, similar to the Sherman.

He was promoted Brigadier and in April 1941, flew to the UK to arrange for the arrival of the 1st Canadian Army Tank Brigade. Units arrived in June and moved into a tented camp on Salisbury Plain for training with Matildas and the new Mark IV Churchill tanks. Meanwhile in Canada, the Armoured Corps was expanding at a rapid rate. The 5th Armoured Division arrived in the UK in the fall; the 4th Infantry Division was converted to armour at Debert, Nova Scotia, and the 2nd Canadian Army Tank Brigade was organized at Camp Borden.

Promoted to Major General, he returned from the UK to command the 4th Armoured Division in February 1942. General Worthington returned overseas later in the year taking the Division with him and in February 1944, he was back in Canada to take charge of all training at Camp Borden.

In March 1945, Major General Worthington was appointed Commander-in-Chief of Pacific Command, and with the reorganization of Army Commands in the spring of 1946, he became General Officer Commanding, Western Command with headquarters in Edmonton. In April of the same year the Alaska Highway was turned over to the Canadian Army by the United States and he represented the Chief of Staff in the handing-over ceremonies.

On September 29th, 1947, a battle-training exercise took place at Camp Wainwright. It was called Exercise "Adios" and was Major General Worthington's official farewell to military life. As the battle drew to a climatic finish, sitting in the driver's seat - hands on tiller-bars, he took the leading tank into action and drove it in assault against a hail of machine-gun bullets.

After thirty-two and a half years of military service, he became a civilian.

He was named Civil Defence Coordinator for Canada in the spring of 1948 and held that post until September 1957.

In addition to his appointment as Colonel Commandant to the Royal Canadian Armoured Corps, he held a similar appointment to the Canadian Rangers from April 27th, 1948 until September 26th, 1963.

On his retirement from Civil Defence duties, he became president of a tool-and-die business in Kingston. Still "tinkering" and full of ideas, he has among his patents three devices for plotting from aerial photos. However, defence and survival remain his chief interests and the only job too big for him seems to be retirement and idleness.

Whenever time permitted, Major General Worthington visits the armoured corps units of the Regular Army and Militia as Colonel Commandant. The highlight of his year was the annual visit in August to the RCAC School for Corps Weekend, when all units are represented. The climax was the march past, when he took the salute from the original open-topped armoured machine-gun truck he commanded in the First World War. It is still maintained in running condition by his original driver, "Pop" Saunders of Barrie, now a civilian and custodian of the Worthington Museum at the RCAC School.

Worthington Museum and Park was established in 1963 to commemorate the Colonel Commandant's dedication to the Corps he founded. It encompasses one of the most complete outdoor tank museums in the world. Armoured vehicles of all types used by the Canadian Army in two world wars are on display together with various pieces of German, Italian and Japanese military equipment.

Published in 1961 and under the title "Worthy", Mrs Larry Worthington wrote with dignity and a sense of humour, a biography of her husband, that is not only informative but charming.

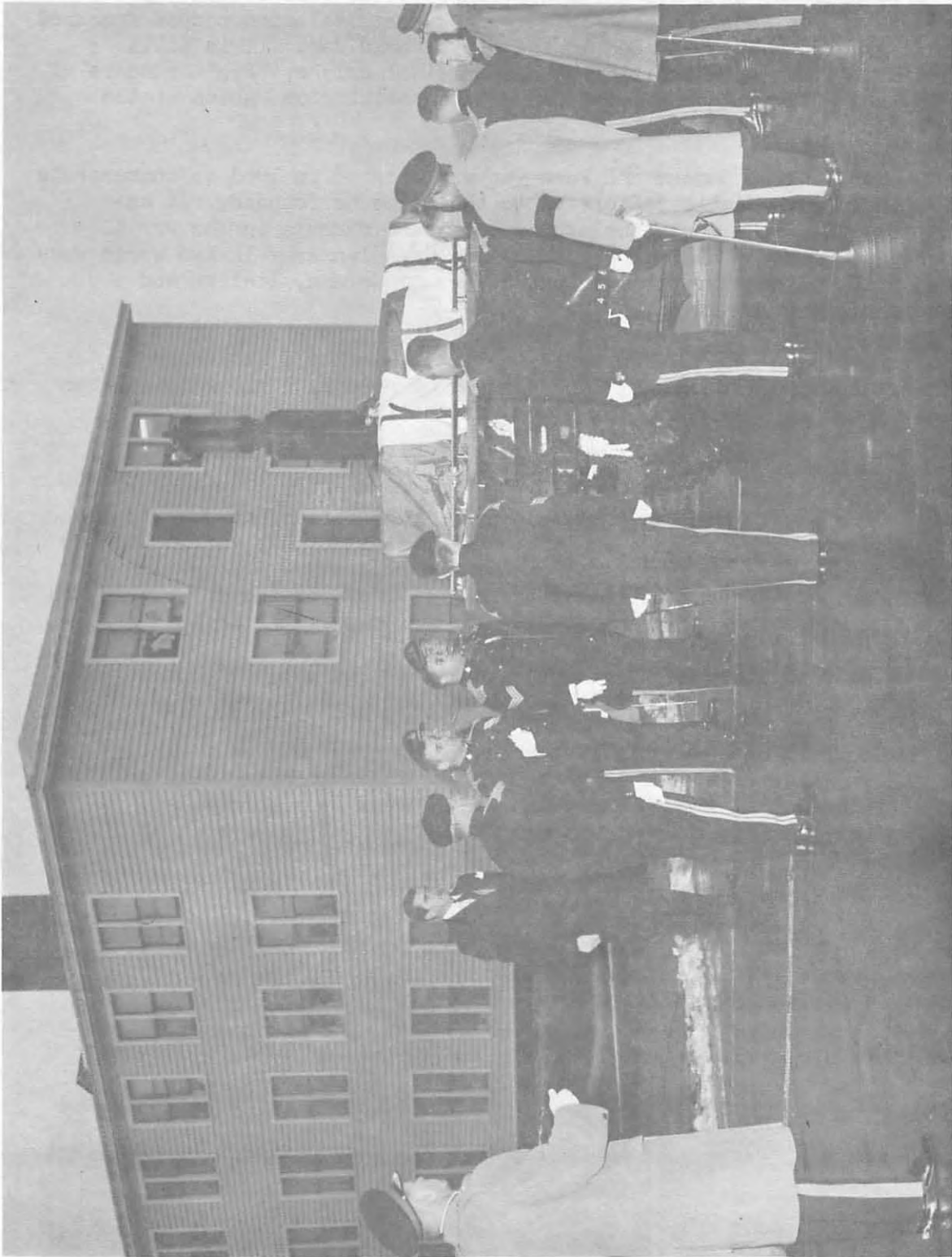
In the last two paragraphs she wrote:

"The Royal Canadian Armoured Corps is his pride and joy and the Armoured Corps Week-end each August the high-light of his year. Nothing must interfere with this trip to Borden, and some day - a long time from now, please God - Worthy will stay there, his body resting in Worthington Park while his spirit hovers over his beloved Corps.

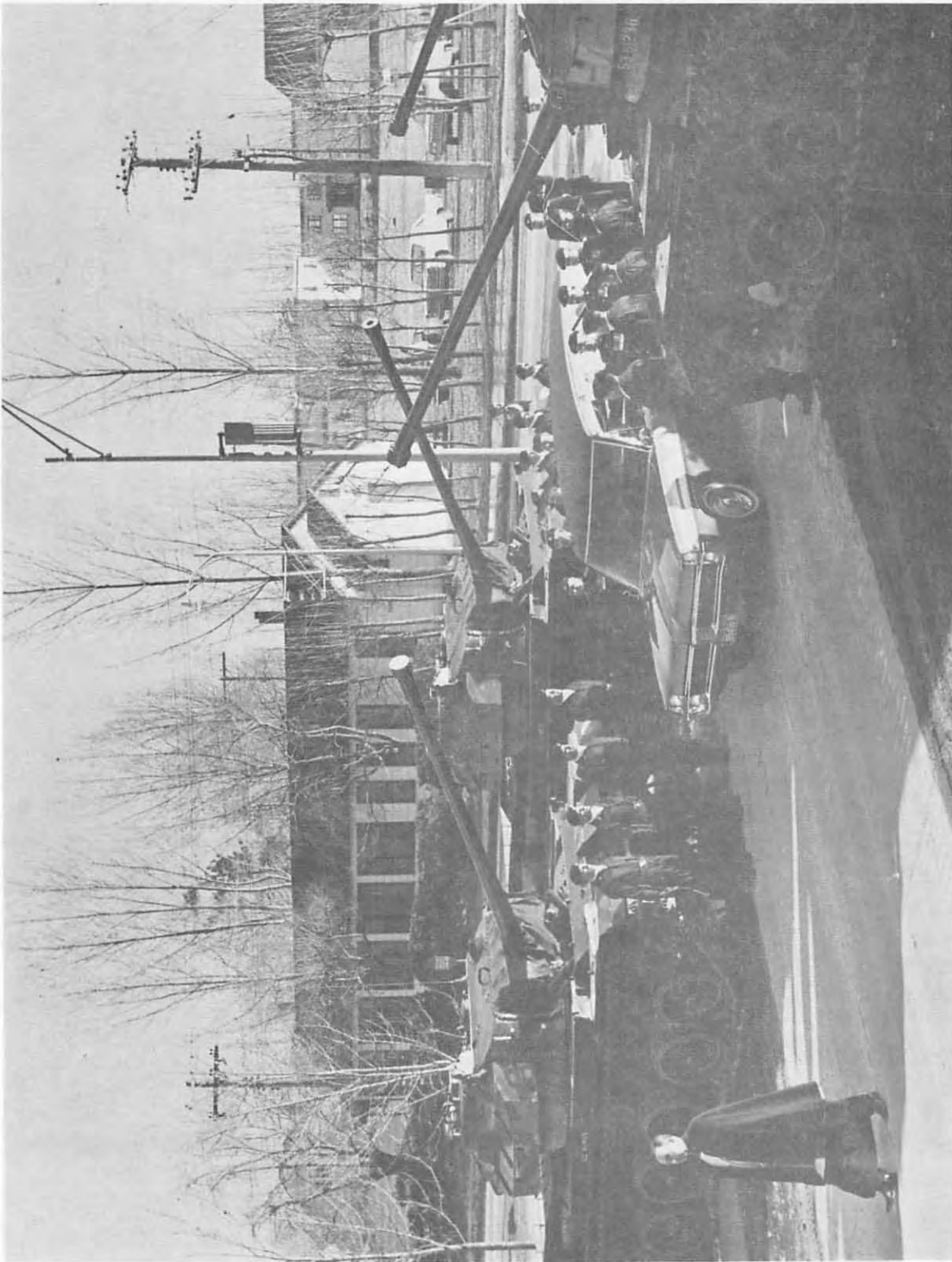
Most people hope to go to heaven when they die, but not Worthy. He's going to Camp Borden."

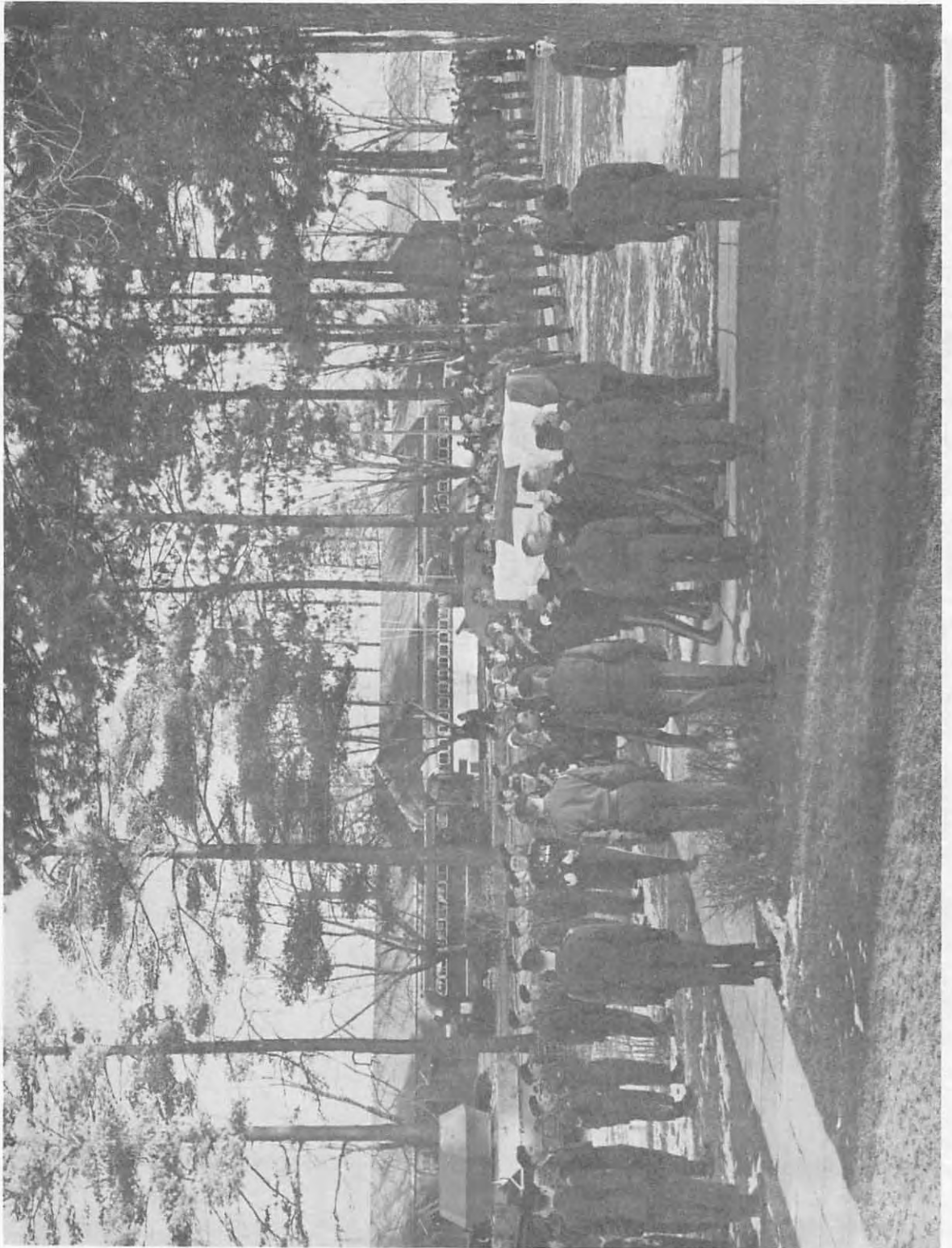
General Worthington's last request was granted. He was buried, with full military honours, 13 December 1967 in Worthington Park in the centre of the Combat Arms School, Canadian Forces Base Borden.

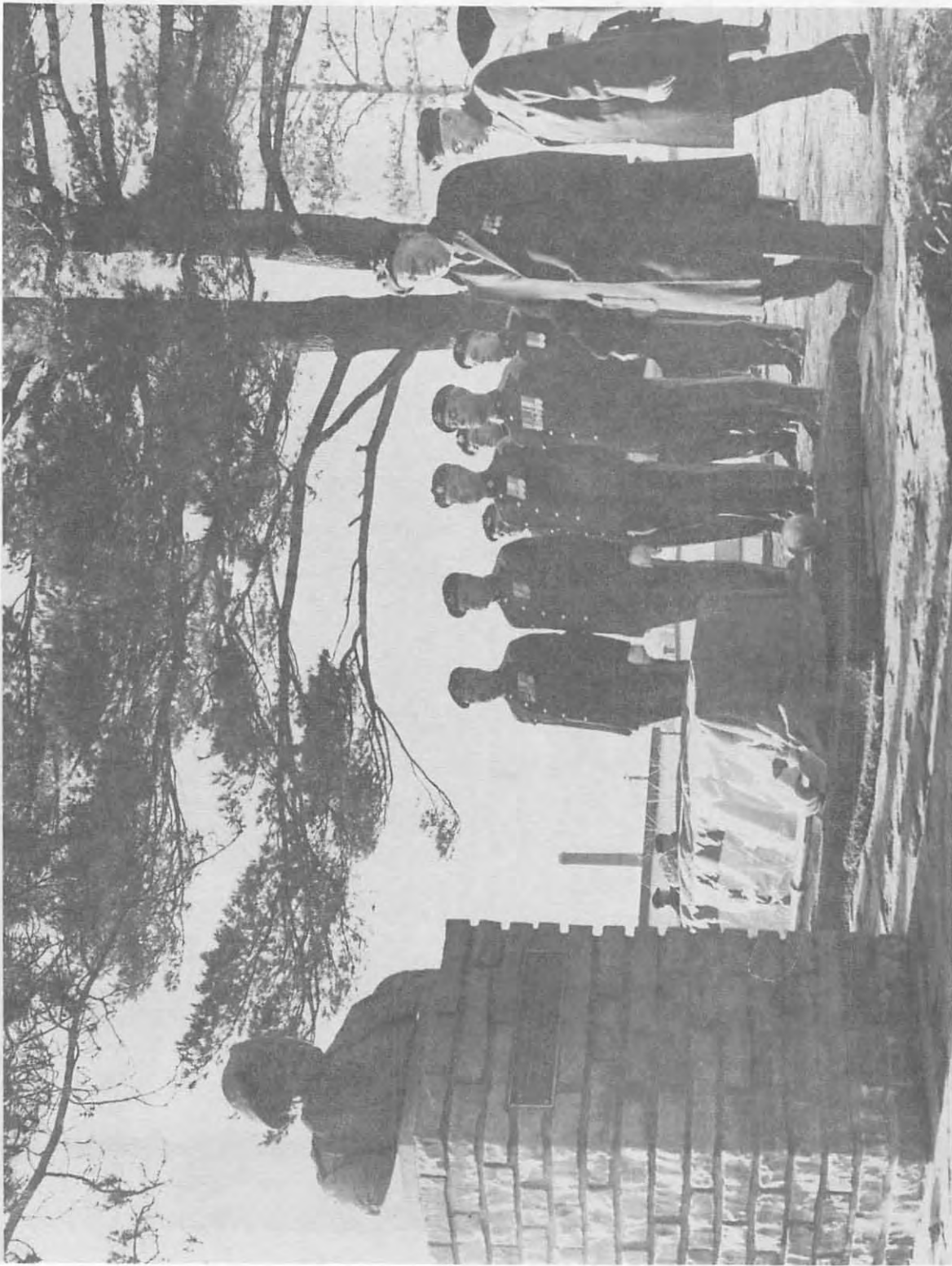












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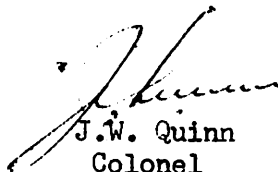
MESSAGE BY CHIEF OF ARMOUR

HEADQUARTERS MOBILE COMMAND

I thought it appropriate that this year's issue of the Annual RCAC Review should be a commemorative issue in honour of our beloved Corps father and Colonel Commandant Major General F.F. Worthington, CB, MC, MM, CD (Deceased).

Known personally by every officer and man of his Corps, General Worthington set the example for all of us to follow. He believed in the primacy of his Corps in the land battle; he was always professionally attuned to the changing technology round him and could always adjust that technology for the use and betterment of his Corps; he was the master of training techniques; he firmly believed the system was there to serve not stifle the initiative of the soldier; he had the magnetic dynamism and the personal touch which drew critics and admirers alike to his side; he was tireless in devotion to the job at hand and did not suffer the idle, ill informed or opinionated gladly; he had the truly gifted quality of balanced judgement and the ability to put first things first; he was a devoted husband and a proud father and grandfather. To all of us who had the privilege of knowing him he was a giant of a man in our time.

In keeping with the motto of the Army Tank Brigade which he formed in the Second World War he has passed "Through The Mud and The Blood To The Green Fields Beyond". There he watches his Corps as it strives to meet the goals he set for it during his long service to us as founder and later as Colonel Commandant.


J.W. Quinn
Colonel

SECTION 3

EXERCISE "FROZEN MOOSE"

BY

Lt John Boileau
The Royal Canadian Dragoons

(An article reprinted from the Summer issue 1967 of The Springbok, the semi-annual newsletter of The Royal Canadian Dragoons.)

The Plot

Last winter (1967) while Maintenance Troop made ready the tanks for spring service in the field, the Regiment pursued a program of leadership training. Exercise "Frozen Moose" was a part of this program. Captain Jim Gervais planned the three week scheme to combine genuine winter conditions, an isolated locale, and tests of physical endurance with junior leadership training.

In early February we went to the Mount Douglas Winter Warfare Area for rigorous preparatory training. On what might have been called administrative group learned to live with the severe New Brunswick winter. We mastered our equipment, adopted standard operating procedures within each tent group, reviewed our map reading, and survived. In three days we were ready.

Captain Gervais selected the area around Moosonee, Ontario, as the scene of operations. Fraserdale about 90 miles south of Moosonee was to be the base from which the team would move by rail to Moosonee. Fraserdale boasts one building and two inhabitants; the building is the railway station, the inhabitants are the station master and his wife. Its real claim to fame though, is that it is the most northerly point in Ontario accessible by road.

The Trip Up

We divided the long road haul into five one day legs. St Jacques, NB, Drummondville, P.Q., CFB Petawawa, Kenagami, and Fraserdale, Ont, marked the terminal points of the successive legs. At night we took refuge in provincial parks — a welcome respite from the cold vehicle cabs and the hazardous road conditions.

Our eight-truck convoy met with two accidents which resulted in minor delays and nothing worse. Scarcely had we cleared Base Gagetown when a car swerved into one of our "deuce-and-a-halves". No one was hurt and it was quickly replaced from Base. The second was more serious: harassed by ice and fog, the Headquarters' three-quarter plunged through a guardrail and over an embankment near Drummondville. It came to rest on its roof in the bottom of the gully which divided the highway. Miraculously the occupants escaped injury. We put in at Base St Hubert in search of another vehicle.

The Office of The Chief of Armour at Mobile Command Headquarters in St Hubert came to our rescue. It forwarded "tent group three" to Petawawa by train where another truck was waiting. How they made Montreal Station by train time remains a mystery. Picture five "lean and hungry" looking soldiers clad in parkas and mukluks, and carrying rucksacks, doubled through Central Station. Mobilization doubtless came to minds of many observers. In cloak-and-dagger fashion they jumped the train just moments before it jerked into motion.

From Petawawa to Fraserdale we met no resistance. One roadside sign, seemingly akin to a Shakespearean premonition, matter-of factly announced: "WARNING — NO FOOD OR ACCOMMODATION NORTH OF THIS POINT."

At Fraserdale we boarded The Polar Bear Express for Moosonee. It's modern appointments drew sighs of relief from our apprehensive crew. Thickly wooded countryside, marred only slightly by man, sped past our eyes for four hours; we had arrived!

The Towns and Their Townspeople

The town of Moosonee (Pop: 3,000 including Moose Factory), lies on the north bank of the Moose River some twelve miles from its mouth on James Bay. Its brother, Moose Factory, centers on an island in midstream about two miles distant. The Hudson's Bay Company traded and processed fur here from 1670. In winter the ferry service to the island gives way to a road across the river ice. Tides from James Bay leave their marks in the ice as far upriver as Moosonee; great subsurface cracks extend for miles but the surface remains intact. The townspeople, chiefly Indians, ice-fish trout with raw moose liver for bait. Catches up to a pound and a half are the general rule.

When the tri-weekly train pulls in, Moosonee's train station is alive with activity. At other times, churches, schools, a bank, and The Bay store compete for the attention of the townsfolk. Civil servants form a sizeable segment of the populace: Provincial Police, Mounties, Airmen, Lands and Forests and Transport Weather Bureau personnel live in the inland port.

Multi-coloured skidoos, cars and trucks—all brought in by train—transport the people locally. Interestingly, the authorities waive licence plates and insurance—probably because there is no place to go. We relied on the oldest mode of travel: Shanks's mare.

The Mission

On arrival we pitched our main base camp close to town. Two tent groups combined to cover the patrolling tasks. Each group was to go out for three days, set up a sub-base camp, and perform the task from it. They had to pull two toboggans laden with stoves, lamps, pressure cookers, wash basins, shovels, axes, snowknives, radio sets, snowshoes, and rations. Each man carried his rucksack full of personal kit, snowshoes, and his personal weapon.

We pitched the first sub-base camp on day one nine miles from Moosonee and began to patrol the next day. We travelled lightly on patrol: weapons, radio sets, and a snack for the trail. In one instance a patrol snowshoed fourteen miles in just over seven hours, no mean feat by any standard. Our patrol tasks took us down the Moose to James Bay, at the time a vast ice field running away to the horizon. About seven hundred yards from its shoreline, low scrub yields to evergreen. We saw few signs of life around the bay; only tracks left by wolves and rabbits, and several small birds.

We soon became proficient at tent-group life. We rose to our sentries' summons at 0600 hours daily. At night we availed ourselves of the indoor warmth to wash and shave; warmth was a conspicuously absent luxury in the early morning hours. After breakfast we either broke camp and moved to a new location or set out on patrol.

Lunch in static locations differed by volume from lunch on the move, as the day, the night. On the trail a lone tin of canned goods and a mug of coffee were the rule. The evening meal was much more complete than either breakfast or lunch and was eagerly awaited. After supper came a wash, a shave, a hot drink, and a fast leap into our sleeping bags. Two stoves and a lamp warmed each tent during the early evening, a monumental assignment. The day the first patrol returned to main camp, for instance, the temperature sank to 40° below zero. Our hair and eyebrows showed silver gray, while the cold wind welded eyelashes together and closed nostrils. Hauling loaded toboggans proved quite effective in staving off the cold but perspiration was a danger. Despite the cold, we made better time on the return trip to Moosonee, our first patrol a success.

Next day was wash day. We did our wash by hand in our wash basins and air-dried it in and around the tents. That afternoon we began work on a cave hewn from a large snowbank along the river. We finished it the following day and moved in. The living room of the cave held three men, their kit, and two stoves. It was about six feet removed from the entrance to the passageway and at right angles to it. The cave proved to be warmer than the tents; this fact led to its use as a "rubdown" room. Baby oil for the rubdown was supplied gratis by the Hudson's Bay Company.

While the patrols were out on operations, the Headquarters tent group kept busy building a second type of emergency shelter. Their single man lean-to took two men a day to put up.

During the period between the two three-day patrols, the NCOs organized the tent groups and went out on two night patrols. They trekked through the woods and creeks in the area of the Main camp. Direction keeping was a problem, although they would not admit being lost at times! Meanwhile the officers parasitically gleaned knowledge and experience from an Indian, whom they had hired to guide them on an overnight hike.

He taught us how to build snares for small game, which snow to melt for water, and which type of fire was most effective. He exposed us to various foods, one of which was "bannock," the dough-like batter which hunters and trappers prepare and cook on the trail.

Two days prior to the second three-day patrol we moved our main camp (assisted by Air Force snow-mobiles) two miles across town. We stood down for a day following the move in order to accept some Air Force hospitality. A tour of the radar station, a broomball game (RCAF 2, RCD 1) and visits to the messes and canteens rounded out the day.

It is little wonder that, after such fun, we were not overly eager to begin the second major patrol. We soon recovered our former zeal and performed smoothly upstream from Moosonee. On this patrol we were able to make good use of our initial experiences.

An interesting sidelight was a 12 hour exercise that we organized with the Radar Base personnel. Acting as insurgent groups, we were to infiltrate the Base and plant "bombs" at vulnerable points. Our training paid off. In one instance, one of our NCO's found a way to get into the CO's operations centre.

Home Again

Using the same modes of travel in the reverse sequence to which we had used on the up trip, we wound our way back to Gagetown. By the time we reached "home" we had logged 2,700 miles in three weeks. While we gained a world of valuable experience, none of us regretted putting the Frozen Moose back in storage.

THE FIGHTING TROOPS



PATROLLING THE MOOSE RIVER

TRAINING OF THE JUNIOR RCAC OFFICER IN EUROPE

BY

MAJ R.D. Gross
Lord Strathcona's Horse (Royal Canadians)

The title of this article should not be misleading nor should it be misread. Europe, for the purposes of this article, is the Strathcona's - the only Canadian armoured regiment now serving abroad. The Regiment, stationed in ISERLÖHN, Germany, where it forms a part of 4 CMBG, has thirty-five junior officers on its strength their training is what this article is about.

Training of the junior officer in Europe is not much unlike the training of the junior officer in Canada. There are, however, some differences in routine and in equipments. Of course, most problems are common to young officer training anywhere and the difference lies only in the approach to solutions, but this too is worthy of comment if only to satisfy professional curiosity.

ROUTINE. Junior officer training cannot be studied in isolation. It is an integral part of regimental training and must be examined within the context of the general training programme.

The three primary factors which establish the training routine within 4 CMBG are the TRAINING CYCLE, PERSONNEL ROTATION and the LEAVE policy. With risk of sounding trite, an understanding of the routine will facilitate mental comparisons of training and will help in keeping young officer training in perspective.

Training Cycle. The training cycle is interesting because it is different. Oddly enough, it begins in January and hews roughly to the following lines:

- | | |
|--------------------|---|
| January/March | - Refresher and tank crew training |
| April | - Troop training, tank gunnery classification and squadron training |
| May/June | - All-arms training at the troop/platoon level |
| July/August | - Administrative period |
| September/November | - All-arms battle team and battle-group training.
The cycle normally peaks with a divisional exercise. |
| December | - Maintenance and administration. |

Personnel Rotation. The tour of overseas service is for three years. One-third of the Brigade is repatriated annually and the bulk of this is done during the two administrative periods, August and December. For the Regiment, this means that about one hundred members change every six months. The affect on training is obvious.

Leave. Surprisingly, this aspect of the profession has a considerable influence on training. Canadian servicemen in Europe are entitled to forty-five days of leave each year. Certain restrictions within the Brigade provide that not more than one-third of operational strength may be on leave at any one time. What this really means is that no exact leave period or periods exist; members are on leave throughout the year. Training must be radically condensed or, alternatively, drastically protracted if it is to reach everyone.

EQUIPMENT. The major difference to the Junior officer in Europe as opposed to his counterpart in Canada is that of equipment. Here, there is more equipment, it is more advanced, and it therefore requires a greater degree of user technical skill.

The Regiment is equipped with Mark 11 Centurion tanks with the 105mm master weapon with ranging gun system and infra-red illumination. Recent other major equipments include the track mounted SS11B wire-guided missile, the tracked cargo carrier and, soon, the tracked reconnaissance vehicle.

What does the technical training of the junior officer stress?

Gunnery. Maintenance.

TECHNICAL TRAINING. As tank gunnery and equipment maintenance form the basis of all regimental technical training, it falls to the junior officer to be both a student and instructor.

Gunnery. Miniature and open range firing are the backbone of the gunnery programme. The crew commander is the initial recipient of the training and receives the instruction and actual shooting practice necessary to instil the competence and confidence required to command the gunner. A gun camp is conducted for commanders prior to the main camp to ensure the commander has the practical experience available to assist the gunner. Similarly, miniature range training first strives to educate the commander and then the gunner. The junior officer is pressed, not only in assimilating techniques, but in maintaining a level of expertise necessary to command his own crew commanders.

Maintenance. Two problems confront the junior officer in the world of equipment maintenance. Firstly, the technical knowledge which he must possess to keep abreast of continual equipment refinements in the tank necessitates supplementary instruction by advanced instructor. This is conducted on a crew as opposed to trade basis and "refresher" doses are injected regularly. A realistic tank inspection system monitors the effectiveness of crew maintenance.

Secondly, crew apathy towards maintenance is a real occupational hazard. The junior officer must have the technical background to ensure he can supervise maintenance labour, identify inadequate maintenance when he sees it and, most important, institute effective remedial measures where necessary. Time is usually the one commodity the junior officer doesn't have. As the complexity of equipment increases, the time in which to maintain it is, unfortunately, unchanged and the pursuit of efficiency becomes a continual process. Technical knowledge is power to a beleaguered junior officer.

MILITARY TRAINING. Because the demands on training time are so furious, strict priorities have been applied to the general training of the junior officers. Classroom instruction is restricted primarily to tactics. Much of the training is covered in a self-study programme. Some of the junior officer's education is left to on-job experience.

Instructional Periods. The young officer is taught tactics at all levels within the brigade group. Simply because the Regiment may be assigned in support of any operation within the brigade, it is essential the RCAC officer has an understanding of the entire panorama of the brigade's operation.

The training format is a familiar one: lesson; map and radio exercise; TEWT. Currently, the Regiment is evaluating the suitability of war-gaming as a device for young officer training.

The tactical lessons are taught by the Commanding Officer and the stress is on employment of battle groups. The map and radio exercises, and the TEWTs stress employment of battle teams. The latter activities are prepared and conducted by junior officer syndicates headed by squadron commanders and, thus, double training value is obtained.

Self-Study And On-Job Training. To give the junior officer the general military background that used to be provided to a great extent by the promotion-exam system, he is required to complete numerous home assignments. Military history, appreciations and current affairs are the predominant topics. Papers are submitted on each and are graded by squadron commanders for content and staff duties prior to review by the CO.

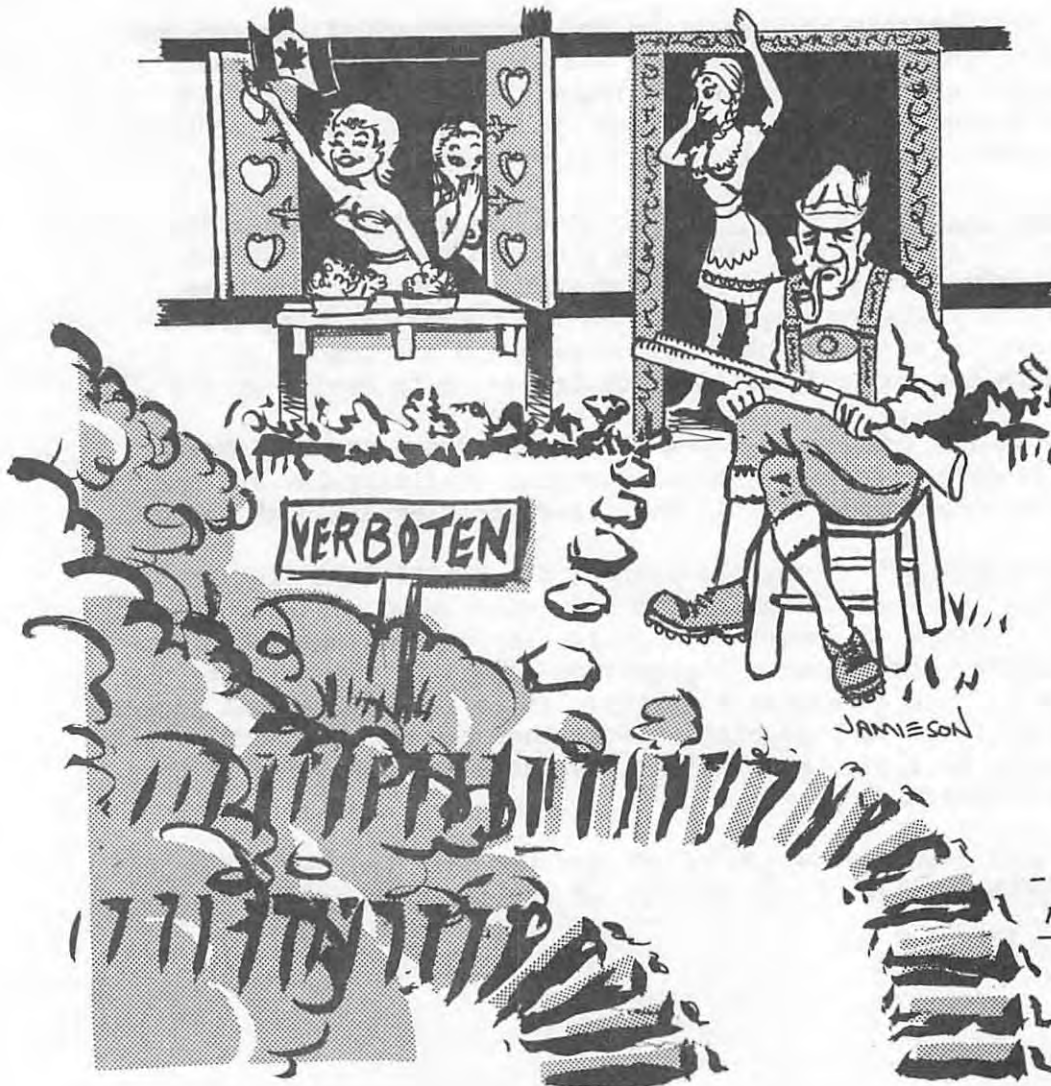
Finally, on-job training exposes the young officer to all these things that the training programme cannot include. Military law and garrison administration lend themselves well to the "learn from experience" school.

FUTURE DEVELOPMENT. Here, the young officer will find that he progresses from one job appointment to another probably at a faster rate than he desires. Because of Forces-re-organization and equipment and manpower rationalization, the armoured regiment in Europe is the only one now covering the entire field of armour activity. It is imperative that junior officers be exposed to as many appointments as they can capably handle lest a golden opportunity be lost. Much initial career development can be done right within the Regiment.

When he does depart, the junior officer that has trained in Europe will be quite representative of the calibre of officer that has always characterized the Corps.



- RANGE PRACTICE -



- TACTICAL
MANOEUVRES -



- MAKING APPRECIATIONS -

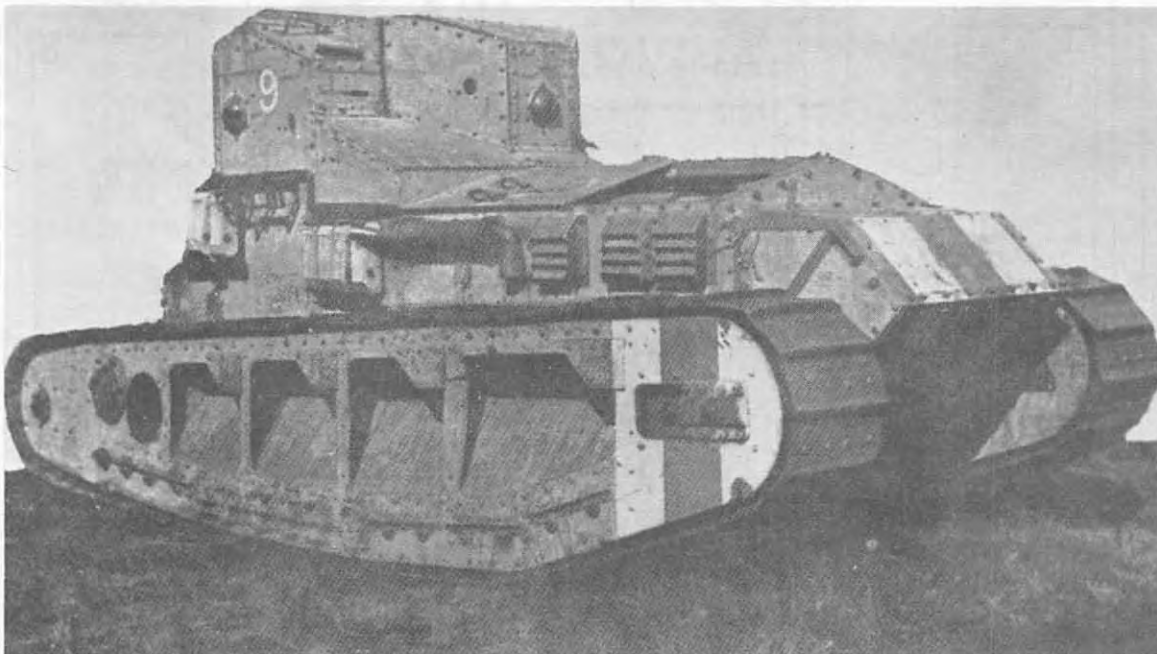


- ADVANCED COMMUNICATIONS -

TANKS OF THE PAST



MARK V - MALE TANK WITH TWO 6 POUNDERS



MEDIUM MARK A (WHIPPET) - 3 HOTCHKISS MACHINE GUNS
8 MPH - NEARLY DOUBLE THE SPEED OF THE MK V

CONVERSION TO LIGHT ARMOUR

BY

CAPT H.J. Caverson
8th Canadian Hussars (Princess Louise's)

INTRODUCTION

To the 8th Canadian Hussars fell the burden of being the first Armoured Corps unit to convert to the role of a Light Armoured Regiment. This task was began in September 1966 with a cadre course in M113A1 and symposiums on resulting changes in tactics. It is anticipated that the conversion will be complete within a period of two years.

THE CADRE COURSE

The first Light Armoured Conversion cadre course was conducted between 18 September and 6 October 1967. The candidates were selected from the two sabre squadrons and headquarters squadron as well as "guest" officers from 2 CIBG units. The course load included twenty-five students at the officer and senior NCO level.

The aim of the course was as follows: "To instruct all Regimental Officers and selected senior NCOs in the basic doctrine, concepts and procedures of armoured cavalry/light armour." To accomplish this aim, a wide number of topics had to be included in the course syllabus although the emphasis was predominantly on the tactics to be used in the Light Armoured Regiment. Some of the topics which were discussed during the cadre course are listed as follows:

- a. Organization
- b. Armoured Cavalry/Light Armour
- c. Tactical Movements
- d. Artillery Support
- e. Surveillance
- f. Mine Warfare
- g. Combat Intelligence

Although most of the time on the cadre course was consumed by lectures in the classroom, there were two other types of training included in the course. The first was a series of discussion periods which were included in the course timetable. These discussion periods were not only used to clarify some of the material which had previously been discussed in lectures, but also brought out points of interest on which the students wished to hear different opinions. The second type of training was that

of demonstrations. B Squadron was given the task of conducting four demonstrations on the Light Armoured Regiment "troop group". (The troop group was defined for the course as a sabre troop plus a mortar carrier and a section of assault troopers.) The demonstrations which were interspersed throughout the course covered the following topics:

- a. Flank guard operations,
- b. Rear area security,
- c. Reconnaissance operations, and
- d. Screening operations.

The demonstrations provided a great bonus for the course as they not only taught the tactics to the students and the demonstration troops but they also provoked suggestions to improve on the new techniques.

TROOP LEVEL TRAINING

After the conclusion of the cadre course, the real work on conversion started. The personnel who had listened and learned for three weeks were returned to their respective squadrons where they became the instructors. Light Armoured tactical training at the troop level was conducted from the second week in October until the beginning of December. At this point the Commanding Officer had previously decided to terminate the troop-level training and to conduct semi-annual training tests. The semi-annual training tests were done on a draw basis, a troop from each squadron being selected. The tests were based on the light armoured doctrine and were based on a long route reconnaissance and a surveillance problem.

The route reconnaissance posed problems which exercised the chosen troops in many different ways. The selected route started on a trail which was not on the maps provided to the troop and went through areas where new construction had completely changed the road networks. The thirty-five mile route not only posed problems of map reading and time but various contacts with a determined enemy complicated the situation.

The surveillance problem also posed a multitude of problems to the troop being tested. A cold, snowy night helped to enhance the difficulties faced by the OPs which overlooked a river obstacle. The troop being tested did a fine job against their enemy under these arduous conditions.

TRAINING IN NEW SKILLS

The organization of the Light Armoured Regiment demands that a man in this type of regiment acquire new skills as well as combine the skills of reconnaissance and armour. Two of the new skills on which we concentrated during the winter were those of mortar number and leading infantryman.

Once again a cadre was formed to eventually train the members of the mortar and assault troops in the sabre squadrons. Twelve officers and NCOs were sent to the 2nd battalion the Canadian Guards where they participated in the respective courses.

The leading infantryman candidates returned to the unit immediately upon completion of their course to conduct the first of a series of courses to train our assault troopers.

The candidates from the mortar course now face an advanced mortar course at the Combat Arms School before they can begin to train regimental personnel in the fall of 68.

As well, members from the regiment will be selected to attend infantry pioneer courses as the vacancies are made available. This training should bring back some of the pioneer skills such as field works which we have ignored for so long in the Armoured Corps.

CONVERSION TIMETABLE

In September 1967 the Commanding Officer issued a forecast of training for the period from 5 Sep 67 to 31 Dec 69. In this training forecast he detailed the proposed time frame for the conversion to light armour as follows:

a. 31 Jul to 31 Dec 67

- (1) Tactical training at the Scout Troop and Scout Troop group level.

b. 1 Jan 68 to 1 Apr 68

- (1) Individual training to create mortar crews.
- (2) Individual training to achieve depth in ATGM controllers, assault troopers, surveillance operators and instructors in surveillance equipment, air portability, mine warfare and demolitions.

c. 2 Apr 68 to 30 Jul 68

- (1) Tactical training at the Scout Troop and Troop Group Level.
- (2) Tactical training at the Squadron level.
- (3) Air portability training combined with regimental level deployment by air.

d. 31 Jul 68 to 31 Dec 68

- (1) Tactical training at the Regimental level less Helicopter Squadron.
- (2) Tactical training (cadre course) for selected Sabre Squadron Officers and NCOs in Helicopter Squadron operations (air and air/ground) in reconnaissance, security and economy of force operations.
- (3) M113 $\frac{1}{2}$ C&R vehicle adjustment training.

e. 1 Jan 69 to 1 Apr 69

- (1) Individual training to maintain depth and flexibility within the Regiment.
- (2) Initial tactical training (cadre course) of helicopter pilots in reconnaissance and security operations as members of an air team and as members of air-ground teams.

f. 2 Apr 69 to 30 Jul 69

- (1) Tactical training at the troop level of helicopter scout, helicopter weapons, helicopter assault troops in recce and security missions.

g. 31 Jul 69 to 31 Dec 69

- (1) Tactical training at the sabre squadron/helicopter scout/helicopter weapons/helicopter assault troop level in reconnaissance, security and economy of force missions.
- (2) Tactical training of Helicopter Squadron for independent missions of reconnaissance and security types.

CONVERSION - A NECESSITY?

The question of whether it is really necessary to convert from reconnaissance to light armour has often arisen. The answer is a definite and emphatic "yes!" for at least two very good reasons. The first is that many of the young troopers who are coming into the regiment or have been with the regiment for up to two years have never been in an armoured regiment. Thus they have never seen how armour operates in the field and must be taught. The second reason is that the Light Armoured Regiment has been assigned many new roles which the Reconnaissance Regiment did not have. Thus roles such as "Economy of Force Missions" must be taught and the tactics employed in these missions must be stressed.

PROBLEMS ENCOUNTERED IN CONVERSION

There have been several problems encountered already in the conversion from reconnaissance to light armour. Only a few of the most critical problems will be mentioned.

The first major problem was that of what Direct Fire Support Vehicle (DPSV) would be taught. At the time of the cadre course the M113A1 mounted with the SS11B ATGM was the vehicle in consideration. This vehicle proved to be most unsatisfactory in a tactical sense as the minimum range, time of flight and limitations of the weapon were tactically not acceptable. This problem has only been partially solved as the Mark V Centurion has been promised as a training vehicle. Obviously this tank must be replaced by a more suitable vehicle in the future.

As training progressed during the autumn of 67 the second problem, that of the assault troop also manning the ground surveillance radars, became more apparent and more acute. The tasks of the assault trooper and the surveillance equipment operator are very specialized and require a high degree of individual training. As a result it has been recommended that a ground surveillance section be formed and that the surveillance equipment be removed from the assault troop.

With the number of vehicles in the regiment, and the proposed use of the Centurion tank it became increasingly obvious that there was not enough inherent ability within the Regiment to supply its own transport. Even without the tanks, the transport available was below the required minimum. This led to a further recommendation to increase transport and logistic support so that it could support the regiment.

Finally, it is obvious that to maintain the same reconnaissance capability as the Reconnaissance Regiment, at least the Light Observation Helicopters found in the helicopter scout troop must be available with the Regiment. If this criteria is not followed, the reconnaissance capabilities of any Light Armoured Regiment are once again restricted to the ground.

CONCLUSION

The conversion of 8CH to the roles and organization of a Light Armoured Regiment is progressing close to schedule. The Lynx vehicles are expected to begin arriving during the summer and fall. Individual training is keeping pace with the requirements as they arise. Other than the changes in the Helicopter Squadron, it is most likely that the proposed timetable for conversion will be met.



TANKS OF THE PAST



THE FIRST CRUISER TANK WITH 2 POUNDER



BLACK PRINCE WITH 17 POUNDER

FLYOVER TRAINING

BY

CAPT G.M. Taylor
The Fort Garry Horse

A Fort Garry Horse Reconnaissance Troop on Flyover Training with LdSH(RC) in Germany.

News of a troop flying to Germany to train with the LdSH(RC) came early after "A" Squadron's return from Cyprus in April 67. Three training months in NWE was a very attractive thought to many people, especially myself. Late in 1965, I joined my Regiment in NWE and I realized what a tremendous opportunity the Fall Training Period represented. This is the most interesting period of the Brigade's training year as it climaxes a year's work with a NATO exercise.

Exercise "Orion Special 1967" began with a brief training session in Calgary. We organized into four 2-car patrols of 16 all ranks. After the usual summer interruptions, we completed our preparations and about the middle of August we flew to CFB Galetown. Here, along with a squadron of RCD, we underwent further documentation. About twenty-four hours later, we boarded an Argus (yes, an Argus!) and soon levelled off at 9,000 feet and settled down for the long voyage to Europe. The flight wasn't quite up to "Yukon" standards but it passed without undue discomfort. The following day we landed in Dusseldorf, then on to Iserlohn and Fort Beausejour, the home of the LdSH(RC).

We had arrived and again came the question "What does a Recce Troop do in an Armoured Regiment? This is no new concept as I understand it. Our organization was related to the Intercommunication troop of old. Today, however, with the changes in tactical doctrine, our tasks would encompass more than what was implied by "Intercommunications". The Strathconas had anticipated the value of a Recce troop, and with this in mind they had organized a training programme for us based on their needs. Training and equipment then became our prime concern as Soltau concentration was fast approaching.

Being an extraneous organization to the Regiment, equipment for us was difficult to come by. One new Ferret, seven very old jeeps and single set installations C42 arrived from points as far away as Belgium and England. After approximately a week of maintenance, the vehicles were ready to move, we all received our Standing Orders and training began.

Our first exercise was the Brigade CPX. This provided an opportunity for the troop to familiarize itself with the German road system, terrain and, of most importance, with the RHQ element of the Strathconas. Our tasks varied as we were a complete organization on the ground. We weren't too involved with the mechanics of the CPX but LCOL Neatby, CO LdSH(RC), kept us quite busy. Our tasks included real recce's for RHQ locations and possible squadron harbor and hide locations, liaison with other Headquarters and providing radio relay and rebroadcast facilities. Time on Maintenance,

we learned, was well spent for in 48 hours we covered a large area with relatively few problems. The ice was broken, we were over the "RHQ complex" and we had an idea of the range of tasks we would be called upon to perform.

Our next major undertaking involved a joint Recce with the Field Squadron RCE of the probable NATO Exercise Area. We had a rendezvous with the Canadian Engineers representatives and a British Engineer representative at Hamelin, home of the Pied Piper. After a brief orders session, we organized into combined Engineer and Recce patrols and began the enormous task of classifying all the bridges on the proposed axis of advance of the Brigade. In addition alternate routes around built up areas were recce'd, obstacles were noted and alternate routes were looked for, ambush sites were marked, harbor and hide areas noted and where it seemed that undue damage might be caused by tank movement, additional routes were found. The task was monumental and after two very full days, we gathered in Warburg and put all our information together. We had only scratched the surface of possibilities over the 20-odd miles of frontage and some 50 miles of length of the exercise area. However a skeleton of information was obtained which was most valuable.

We left Warburg and moved straight to the Soltau area. There was just enough time to recce areas for squadron harbors before the Regiment arrived. The following morning, the Brigade, accompanied by the Fall rains, moved into Soltau. In a few hours the Regiment settled into the Schneverdingen quagmire and the Soltau exercises began. Our employment changed drastically as the troop was broken up and patrols were farmed out to the squadrons for the three Squadron-Battalion Group exercise which would last approximately two weeks.

Initially, employment by the squadrons came rather slowly as we were an unfamiliar part of a Tank Squadron organization. Both groups seemed to be mutually suspicious but not for long. It soon became a mutually indispensable combination. Morale was very high in spite of the rains. Employment of the patrols increased and tasks multiplied. During a move forward, two cars with possibly one more car attached would precede the squadron to the start line by some five minutes, liaise with nearby units and control traffic in congested areas. In the immediate area of the start line we would ensure that it was in fact secure and inform other units what time the first vehicles would move through. Once the advance started, the patrol would normally picket the flanks or, in the case where a night move was involved, would actually lead the squadron until the general objective area was reached. As well, odd jobs would crop up at a moment's notice such as minefields, relays, liaison work, rear area security (especially when air drops were made) and temporary hide and laager locations. Speed, flexibility, good communications and a good cross country capability provided the squadrons with a hitherto unknown flexibility. Now getting the troop back together was some what akin to pulling teeth. They had almost become squadron mascots.

The troop did come back together briefly. Another trip to the NATO exercise area was planned. Because of the difficult terrain in the obstacle crossing area it was anticipated that communications might suffer. We blanketed the possible routes and from two stationary points acting as relays we mapped all the dead zones. They were relatively few compared to original estimates. This task took less time than anticipated so good use was made of the additional day available for a quick look at the area we were to defend during the defensive phase of "Rob Roy". The patrols familiarized themselves

with the locations their respective squadrons would occupy as well as the obstacle, nuclear killing zones, location of projected minefields and location of other unit areas.

"Roy Roy" was at hand. With great expectancy the Regiment moved south from Soltau towards the concentration area north of the Weser. As orders were issued, we found that once again the troop would operate together - at least in the initial stages. Our RHQ element had control of the Division Reserve. Our task became one of traffic control and liaison as we ushered the Division Reserve across the Weser in the wake of our advancing forces. A real challenge presented itself in the form of the 101 Netherland Tank Battalion. As part of the Reserve element, it was our task to move this immense organization across the Weser and into a hide. The sixty odd Centurions plus numerous recon vehicles and echelon vehicles covered approximately six grid squares before we were finished. With this task completed the patrols were released to chase their rapidly-advancing squadron-battalion groups. Employment with the squadrons took on the expected rather than the unexpected. Having previously covered the routes in detail, the patrols could now assist the squadrons in their movements, choose harbors and hides and carry out flank security, liaison work and a variety of other tasks. The advance phase of "Rob Roy" was going very well indeed. What better time to call it off, move to a new location and set up a defense in anticipation of a "Lionian" counter attack for the final "Rob Roy".

The "enemy" force advanced rapidly in powerful groups. Equipped with Chieftains, Saladins and Saracens, they quickly got through our screen and covering force into our nuclear killing zones. Action raged on into the night as "A" Squadron LdSH(RC) caught a squadron-plus of Chieftains nose to tail in a night ambush perfectly executed. The patrols remained with the squadrons but patrolling was limited and we had a short rest. Security, observation posts and liaison were our main undertakings. My patrol had a particularly interesting time as we travelled between the 101 Tank Battalion, Danish Armoured Regiment and PPCLI doing the usual LO tasks and also getting a good look at command post operations and the overall battle picture. First hand experience working in command posts at this level during actual manoeuvres is hard come by.

In my opinion, the enemy "hordes" were successfully held off from attacking Lippstadt and after several days of bitter fighting (the R22eR will testify to that) "Rob Roy" ended and the Brigade units moved back to Soest, Werl and Iserlohn.

This completed our training time in NWE and preparations were underway for our return to Canada. The time spent on exercise had been most valuable. We had a thorough working knowledge of tank-infantry operations and reconnaissance work. We had had ample opportunity to visit units from other nations such as a Rifle Company of the GREEN JACKETS and view some of the finest fighting equipment in use today.

LCOL Neatby in his closing remarks to us noted that the last time RCD's, Strathcona's and Garry's had worked together was during the war and only miles from our present location. We came away with a distinct feeling that any previous possible rivalry between armoured units had been eased somewhat.

TANKS OF THE PAST



CRUISER TANK MARK V (COVENANTER)



RAM MARK 1

SECTION 4 - OPERATIONS

A RECONNAISSANCE SQUADRON ON UNITED NATIONS DUTY IN CYPRUS

BY

Capt J.K. Marteinson
The Fort Garry Horse

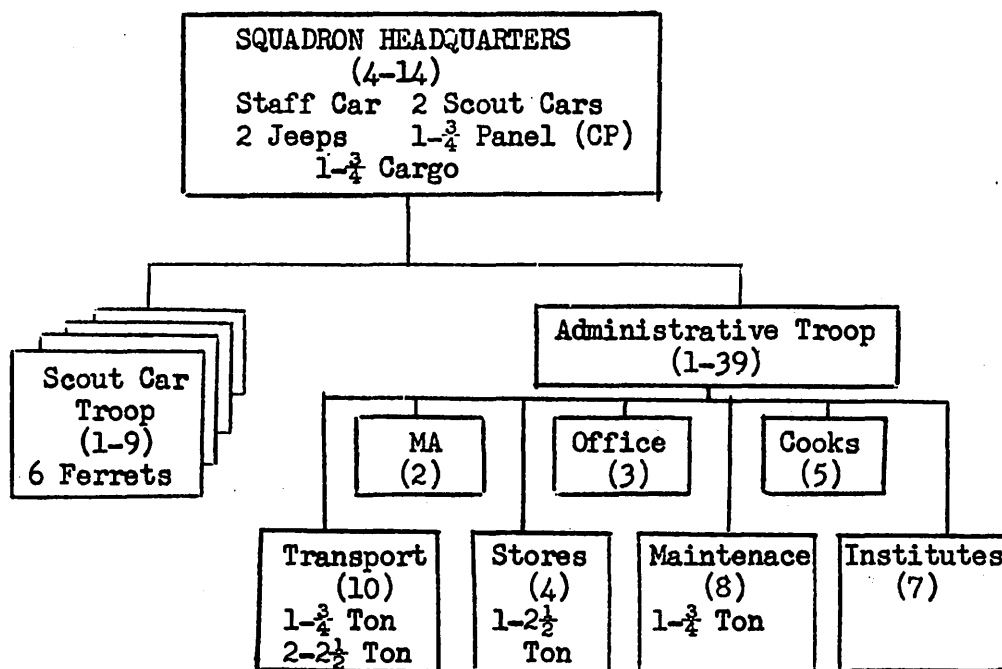
Since the inception of the United Nations Force in Cyprus in March 1964, eight reconnaissance squadrons, representing all four regiments, or a total of approximately 800 officers and men of our Corps have served in Cyprus. By means of this article, it is hoped to acquaint those members of the Corps who have not been to Cyprus with the tasks and activities of a reconnaissance squadron in this strife-torn Mediterranean island.

The Squadron is situated in Camp Maple Leaf — formerly RAF Nicosia — on the western outskirts of Nicosia. This camp is shared with the Headquarters of the Canadian Contingent and with the Canadian Contingent Administrative Support Group (the Battalion Support Group). A very comfortable complex of fifteen sandstone buildings provides accomodation for the squadron headquarters, stores, quarters and mens' canteen. Prior to June 1967 Squadrons were quartered in Fort Worthington (Fort Phillips), a small camp situated in the city of Nicosia. The physical separation from other Canadian units enhanced the spirit of independence, but a fairly heavy price was paid in respect of daily duties.



The Canadian Contingent has been assigned responsibility for Kyrenia District, an area of some 350 square miles, located to the north and west of the capital city, Nicosia. Geographically varied, the district encompasses the coastline and the Kyrenia Mountains range in the north and an area of rugged low hills to the south of the mountains. The largest Turk Cypriot enclave on the island, potentially the island's most likely source of trouble, is located in the eastern end of the District. The Reconnaissance Squadron, while administratively independent, is operationally under command of Headquarters Kyrenia District.

The establishment strength of the Squadron is 95 all ranks. This is supplemented by five Signal Corps operators who assist in manning the squadron communications centre. The organization, diagrammatically, is:



The Squadron has four basic tasks:

1. Convoy Escort. Four times daily, a troop of scout cars escorts a convoy of Greek Cypriot civilians through the Turkish enclave between Nicosia and Kyrenia. Greek Cypriots are not otherwise allowed passage through this enclave. The average numbers of vehicles in the convoy is 35; however, on Sundays and holidays it is not uncommon to have convoys up to 130 vehicles. By the time this squadron has left the Island it will have escorted a total of 18,000 vehicles and 57,000 persons.
2. Area Surveillance. The squadron conducts patrols throughout the western portion of Kyrenia District where no static Infantry Battalion observation posts are located. Patrols are done four times weekly by a troop of the squadron and twice by the Infantry Battalions' Reconnaissance Platoon. The raison d'être of this patrolling is to give some measure of security to the isolated Turk Cypriot villages and to show the UN flag regularly throughout the area. Special

and long distance patrols are conducted to other Zones and Districts of the island for operational and training purposes.

3. Kyrenia District Reserve Force. One troop of the squadron is maintained on a 30 minute standby status, on call for deployment in the event of a disturbance anywhere in Kyrenia District. The remainder of the squadron is on two hours notice to move. If the entire squadron were deployed in this role it would normally have under command the Reconnaissance Platoon and support weapons of the Infantry Battalion and possibly an ad-hoc rifle company (E Company) as well.
4. UNFICYP Force Reserve. In the event of a major disturbance anywhere on the island the squadron may be placed under command of Headquarters UNFICYP for deployment as the Force Reserve. In this role the squadron is also implicated in a number of contingency plans involving other districts, and in the defence of UNFICYP Headquarters itself. All or part of the reserve company of the Infantry Battalion could be placed under command of the squadron in an emergency.

Troops rotate on a weekly basis through Convoy, Surveillance, Standby and Support tasks. During the Support week an intensive maintenance programme is carried out on the scout cars and a part of the troop is allowed to go on UN special leave.

During our six month tour, Reconnaissance Squadron of the Fort Garry Horse has three times been deployed; twice in the Force Reserve role and once as the Kyrenia District reserve force.

On November 15th, 1967 the squadron was deployed in the Force Reserve role to the scene of the tragic Kophinou — Ayios Theodhorus battle. Some newspaper reports have suggested that this was an action planned by General Grivas to rid the government of a perennial source of Turkish Cypriot harassment along the main Nicosia — Limassol road. On November 14th the Cypriot Police (Greek) resumed patrolling into Ayios Theodhorus along a sometime used route through the Turk sector of the village. The National Guard (Government) had deployed several infantry companies and a number of Marmon-Herrington armoured cars in the area on that day. In anticipation of trouble UNFICYP Headquarters deployed one troop to Kophinou. This troop, however, was able to return to Nicosia within hours. No Turk reaction was made to the patrols until the afternoon of November 15th when the Turk Cypriots blocked the road with a tractor and plough. On the arrival of the Cypriot Police and an armoured car escort, shooting began at the scene of the roadblock, and almost immediately National Guard forces moved against Ayios Theodhorus and quickly overran the Turk fighters. At the same time a two-pronged attack was launched on Kophinou. Several UN outposts in the path of the attack were shelled and overrun.

The Recce Squadron was alerted and dispatched two troops and the command post to Kophinou under the command of Capt J.K. Marteinson. By the time of their arrival the major fighting had almost come to an end. UN troops on the outskirts of the village were not permitted to intervene in the National Guard's house-to-house clearance. Early in the evening

the Commanding Officer, Major Galbraith, arrived with a two car patrol. Toward midnight another troop escorted the UNFICYP Chief of Staff and UN medical officers to the scene. Word was received that Turkey had threatened to bomb the National Guard positions. Morning dawned on the 16th to find that all National Guard troops had withdrawn from the area. Our troops were then given the task of patrolling to define the extent of the disaster. Many encountered the usual aftermath of battle — mutilated bodies, damaged buildings, and unexploded bombs and grenades.

With that began three weeks of tension and constant alert — waiting for the rumoured Turkish invasion of Cyprus. Troops were confined to camp except for convoy and patrol tasks and others spent some time painting UN in large letters on the rooftops.

On November 20th the squadron less two troops, but with E Company of 1 RHC under command was deployed in the District Reserve role to the area of Canadian OP known as Martin's Mound. Here a three man routine patrol had been manhandled by Turk Cypriot fighters and two of the men captured and held at gun-point. The District Reserve Force was deployed to the area on the following day to ensure that a subsequent patrol on the same route would not be molested or interfered with in any way and to make it clear to the Turk Cypriot leadership that no interference with Canadian soldiers would be tolerated.

Since the middle of November the political and military climate on the island has moved through a period of tension and near war to one in which conditions are closer to normality than have been experienced since 1964. Barricades and roadblocks are being removed and the situation is becoming increasingly quiet. There exists today a hope that in the not too distant future UNFICYP will have accomplished its tasks and will be in a position to be withdrawn.

In routine operational tasks neither training or recreation have been forgotten. Initially much of the training centred around familiarization with the many possible commitments of the squadron and perfection of the left-hand driving techniques begun in Canada. The standby troop regularly conducts refresher training in all basic military skills. During surveillance patrolling, basic movement and patrol tactics are practised. Annual weapons qualifications has been completed and the squadron has spent some interesting days on the .30 calibre Battle Runs. Officer and Senior NCO training has been a weekly feature since January and physical fitness training is done daily.

The Cyprus tour has many attractions besides, during the winter months, escaping from the frost and snow of our homeland. While here each man is allowed up to two weeks special UN leave in each six months. Leave centres have been established in the resort areas of Cyprus, Lebanon and Israel, and, if taken there, leave is fully subsidized. In addition, tour buses are readily available so that soldiers can visit all the beauty spots and historic sites on the island.

The tour of duty in Cyprus is a broadening experience for all soldiers, both in the military and personal sense. It is, next to operational experience, the best training that a Canadian soldier can be given today. All ranks have, for perhaps the first time in their careers, experienced a true sense of purpose. The nature of the duty

has been a maturing influence for many of the soldiers, particularly those involved in the Kophinou conflict. Everyone, especially the corporals and subalterns, has had an opportunity to prove his mettle. In conjunction with our daily tasks all have had the opportunity to see the slow, and sometimes frustrating progress of diplomacy. In a personal sense mental horizons have been expanded by travel within Cyprus and to neighboring countries and by gaining an understanding of the customs and ways of life of the multitude of different national groups in Cyprus, both military and civilian.

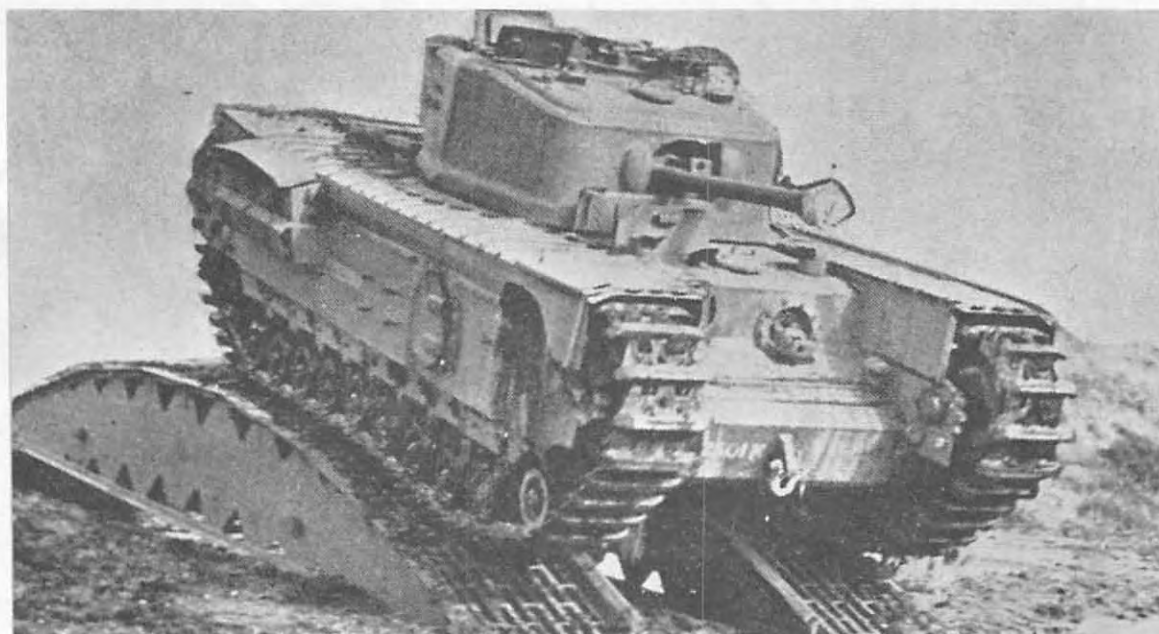
The Canadian Reconnaissance Squadron, as we and all squadrons have been known to the other Contingents, has established a reputation throughout UNFICYP for professionalism and efficiency. Members of the Corps have every reason to look with pride at the record of all squadrons that have served in Cyprus in the last four years.



TANKS OF THE PAST



CHURCHILL MARK I WITH 2 POUNDER IN TURRET
AND 3 INCH HOWITZER IN THE BOW



CHURCHILL MARK VII WITH 75 MM GUN IN TURRET
AND MACHINE GUN IN THE BOW

SECTION 5

RCAC(M) CENTENNIAL ACTIVITIES/TRAINING

The Governor General's Horse Guards

Centennial Activities 1967

The Centennial Year for the Horse Guards was probably the most active year this regiment has seen. The activity generated by Centennial, however was over the above the normal training by the Regiment.

The presentation of our new Regimental Standard was one of the high-lights of the year on the weekend of 26-28 May. The colourful parade in front of Toronto's City Hall saw the participation of the Honourary Colonel, His Excellency The Right Honourable Roland Michener CC, Governor General of Canada; the Honourary Lieutenant Colonel, G Allan Burton; Lieutenant Colonel RMF Redgrave, Royal Horse Guards (The Blues); Lieutenant Colonel M Johnson, 1st The Queen's Dragoon Guards, the latter two being the Commanding Officers of our allied regiments from the United Kingdom. The parade consisted of a full troop mounted on horseback, a troop mounted in jeeps, dismounted squadrons from the Regiment, Cadets, Association, and the Band.

The Regiment is the only one in the Canadian Forces maintaining a Cavalry Squadron. They participated in five escorts for VIPs, three musical rides and ran many horse shows throughout the year.

The Regiment was deeply saddened by the loss of its Honourary Colonel, General Georges P Vanier and past Honourary Colonel and Governor General, The Right Honourable V Massey. They will be remembered by many members of the Regiment past and present.

In 1967 there was no Summer Camp as such, however the Regiment conducted reconnaissance training to the maximum and held more exercises than any previous year. The "Rat Patrol" image met with much enthusiasm.

Lieutenant P Fischer won the Subaltern Sword for being the most proficient junior officer during the year.

Lieutenant Colonel MBW Davis, CD took over command from Lieutenant Colonel PW Hunter, CD at a Change of Command parade in October and the year closed with the good news that we are to provide a Light Armoured Squadron to the Mobile Command Reserve.

8th Canadian Hussars (Princess Louise's) (Militia)

Centennial Year

It has been a year of change for the 8th Canadian Hussars.

As the Regiment began preparing for its new role, it was found necessary to conduct conversion training in reconnaissance for all ranks. This training has been carried out under the direction of Lieutenant-Colonel J.D. Cade and his Training Regiment staff at Base Gagetown. The training was enthusiastically received and the results are most encouraging. All officers and senior NCOs have completed a conversion course in tactics while 63 other ranks have completed the Crewman Recce Group 1 course, thus providing the nucleus on which the Regiment may build to meet its commitment.

In order to be in a better position to fulfill this commitment, A Squadron was relocated from Sussex to Moncton on 15 February 1968. This was done to take advantage of the source of recruits in the Moncton area. Again results are encouraging as some 40 recruits have been engaged and are undergoing training in Moncton.

There have been several changes in personnel as well as a change of command scheduled for 16 June 1968. Lieutenant-Colonel D.E. Rice retired after his three-year tour of duty as Commanding Officer. Major I.T. Goodine Second-in-Command assumed command at that time.

Other officers retiring during the year were:

Major L.A. Crossman	Officer Commanding C Squadron
Captain R.W. Blakney	Officer Commanding A Squadron
Captain V. Rice	Officer Commanding B Squadron
Captain Reicker	Adjutant
Lieutenant R. Ferris	Headquarters Squadron

New officers joining the Regiment were:

Major I.T. Goodine	Second-in-Command
Major W.H. McMaster	Officer Commanding A Squadron
Captain J.D. Trueman	Adjutant
Captain G. Bruneau	A Squadron
Captain Melanson	C Squadron
2nd Lieutenant A.A. Sobey	A Squadron
2nd Lieutenant D. Wry	A Squadron

Major M. Parker is now Officer Commanding Headquarters Squadron; Major T.W. Robinson is Officer Commanding B Squadron and Captain C.N. Sears is Officer Commanding C Squadron.

The Grey and Simcoe Foresters (RCAC)

Centennial Project 1967

by

Lt ME Fearnall, CD
Director of Music- Platoon Trek Officer

The Grey and Simcoe Foresters (RCAC) is an amalgamated two-county regiment, the 31st Regiment of Infantry from Grey county and 35th Regiment of Infantry from Simcoe county, both formed in 1866. When thinking on activities to honour Canada's centennial with some special project, in a part of Ontario that has much military history, a trek was planned to simulate what might have taken place 100 years before.

The idea originated with the Midland "A" Squadron officers as a march on the old Military Trail from Barrie to the old Naval and Military establishment just north east of Penetanguishene. Since the actual route of this trail does not, in the main, pass through many populated areas it was decided to make the trek from one end of the regimental area to the other - from Penetanguishene to Regimental Headquarters in Owen Sound. A road distance of just over 90 miles resulted, but included some by-pass areas and town marching to make up 100 miles.

The dress was to be a uniform of the 1867 era: A navy blue hat of the shako type complete with shako plate and hat badge, a scarlet tunic with silver buttons, white braid with green broad cuff and collar and navy blue trousers with red pin stripe. This was enhanced by a white waist belt and white cross belt with black leather rifle pouch. The men were to carry authentic Snider-Enfield 1860-1870 pattern rifles. Officers would be mounted and supported by Conastoga-type covered wagons and teams. If possible artillery guns would be pulled on gun carriages.

Then the paper work began. Through the Centennial Co-ordinator in London, Ontario, the grant of funds for the 1867 pattern uniforms was approved. The total number to be provided by this grant was 36 but, since in Owen Sound there is another Militia unit, they were invited to participate with medical aid for this trek and the total (combined) was raised to 46. Then began the local scurrying for the detail and training.

A drill manual of the era was procured and early in 1967 the training began. Choosing who would or might be the active participants and then training them in both foot and rifle drill so that authentic simulation could be achieved was a bit of a problem, but all went well.

The uniforms arrived in mid-May just in time for the then-named Centennial Company to be on parade with the Regiment for the combined Centennial parade and town centennial in Orillia. By this time appeals had been made from the Owen Sound, Midland and Barrie locations to find 1860-1870 pattern Snider-Enfield rifles and enough had been found to equip the Company with weapons - some even complete with bayonets. From then until July 1st it was a matter of drill and marching and marching and drill.

The Regiment, complete from three locations, with the regimental brass-reed band took part in Centennial celebrations in Orillia, Owen Sound, Meaford, Penetang, Midland and Barrie. In most locations, the Centennial Company performed drill routines or a guard mounting ceremony as the show-piece of the Regiment. In addition to these regimental outings the brass-reed band was making additional appearances throughout the two county area in local centennial events and concerts.

Further preparation for the trek was continuing as uniform accoutrements were all gathered according to size and rank. The Conastoga wagons were sought, borrowed, and had to be almost completely refurbished. To find a blacksmith capable of adding the professional touch was not easy. When he was found, he was immediately recruited to accompany the company on the trek. So was the owner of the two teams of horses borrowed for the occasion. Officer mounts were rented from a riding establishment. One former regimental officer volunteered to drive a team and turned up dressed in black leather apron, large brim stetson and driving coat.

The Company assembled in the Naval and Military Establishment at Penetanguishene on the night of July 1st after participating in three local parades on Canada's 100th birthday. Living accommodation was in tents, no mattresses or sleeping bags allowed. Meals were served from a camp (outdoor) kitchen. The trek was underway.



Under command of Lieutenant Colonel J.G. England, Regimental Commanding Officer, the 46 men breakfasted in steadily pouring rain on Sunday, July 2nd 1967 ready to begin the trek. Tents were struck, packed and piled ready for the mobile/rear section to transport by truck to the next night's destination. At about the three-mile mark of the first morning the company attended the regular morning church service at St James Church on the lines, right on the old Military Trail. This church has a history beginning before Confederation, making a visit of troops dressed in "red coat" uniforms an unusual sight but not a first in this church. Setting out from there the 20th Century troops soon found out what it would have been like to be a 19th Century soldier. Walk, walk, walk. Cool winds, cloud, sunshine were encountered, but instead of meeting others afoot, they met hundreds of cars and nearly as many cameras.

Night camps were made at Wyevale, Elmwale, Oakview Beach, Collingwood, and Meaford, before arriving at Owen Sound, the destination of the trek. The Company marched through the towns of Wasaga Beach, Stayner and Thornbury-Clarksburg as well, to show residents and tourists what the column of marching "red coats" looked like. To assist the marching, eight of the troopers were trained as 19th Century bandsmen. Three trained as fifers, three as drummers, one as a piper, and of course, a bugler. To the tunes of "British Grenadiers", "Drunken Sailor" and "Road to the Isles", constant in-step marching was maintained. Of course, the singing vocabulary of the troops improved with each mile as they gave the band a rest. Some old songs, some new and some composed enroute, kept the troops and the passing public in high spirits as the completed miles increased day after day.

Upon arriving in Owen Sound at 1630 hours on Friday, July 6th, 1967 the regimental flag was raised on the City Hall flag pole and the troops were welcomed by the Mayor. By this time the horse teams were really part of the troops. Having been well fed and watered continually, used to the band and the singing and paying no attention to cars and cameras the horses were calm and the mile-skinners (team drivers and blacksmith) were not even seat-sore. This could not be said for the officers who were not too used to seating a saddle all day!

The Trooper's feet had taken a beating. Blisters and scalds were common. The blacksmith even had to repair the odd boot but the spirits were high. "I'll make the whole 100 miles - even if I have to crawl!" was the predominant feeling. And some of them almost had to...!

Following disbandment of the Centennial Company, a trained group of Troopers used the centennial uniforms to form a guard mounting ceremony for weekly performance in the town of Midland throughout the summer. Looking back from '68 to '67, the esprit-de-corps established by the Trek will never be lost in the Grey and Simcoes!

The Sherbrooke Hussars

Centennial Project

To the men of The Sherbrooke Hussars, 1967 had a dual significance. September 21, 1966 marked the one hundredth birthday of this unit and celebrations would continue throughout the year terminating of 30 September 67. This, together with the celebration of Canada's Centennial, warranted a celebration never before seen in local military circles.

Early in 1966 all militia units were ordered to submit for approval, their program and budget for celebrating Canada's birthday, down to the minutest detail of cost involving pay, transport, publicity, uniforms, meals etc. etc. There was only one way to do justice to this double celebration - "pull all the stops". It was decided that wherever possible, the unit's celebrations should be coordinated to supplement the projects and activities of the cities and towns in the Eastern Townships. This offer was received with enthusiasm by many localities, and the Centennial Guard's colourful presentation formed a major part of their centennial programme.

The original plan specified four major events to be presented at spaced intervals between late spring and fall. These were the Freedom of the City parade and Centennial Tree planting, the Sherbrooke Hussars Centennial Guard, Presentation of Guidon on 23 September followed by a military ball and the laying-up of the old Colours.

This program together with the detailed cost analysis was submitted and deemed well presented, but somewhat ambitious in consideration of the number of men involved, the administrative and logistic detail and the specialized training and equipment required. The unit's enthusiasm and determination however, convinced the Director of Centennial that the programme was workable, and approval was finally received in February 1967.

The City of Sherbrooke, in appreciation of the one hundred years of service to Canada and the community, and to suitably honour The Sherbrooke Hussars in the Centennial year, presented by proclamation, the Freedom of the City of Sherbrooke to the unit at a special parade on the Parade Grounds on 28 May 1967. One hundred and twenty-two all ranks in shirtsleeve order plus twenty-nine bandsmen, formed a fitting guard. The Colours were marched on and Mayor Armand Nadeau, QC, inspected the parade. Following the reading of the proclamation by His Worship, three CD's and two bars to the CD's were presented to five unit members.

At this point, a low-level flypast and several monouvers by the RCAF 'Golden Centennaires' took spectators and most men on parade by surprise. Their appearance had been made in secret between the Commanding Officer and the flyers who were performing in the area, and added a spectacular note to the parade.

The Sherbrooke Hussars then marched past with Mayor Nadeau taking the salute, and followed a two-mile route through the principal streets of Sherbrooke with "bayonets fixed, drums beating and Colours flying". On returning to the armouries, the parade formed up on the lawn where a Centennial maple sapling was planted. A public reception followed.

Plans for the Presentation of the Guidon in September were progressing well when we were advised in mid-May of the possibility of having the Guidon presented by Her Majesty in Ottawa on 5 July, together with five other units if the necessary prerequisites could be met. This involved equipping seventy men in No. 2 dress and other personnel in TW's. The men chosen were required to complete four days of special training in Ottawa prior to the presentation, and a certain standard of drill was to be attained prior to arrival in Ottawa.

A meeting was called for the following day of past CO's and serving officers to evaluate the tasks and time factors. This would be the highlight of the regiment's centennial and an honour never before bestowed in the unit's one hundred year history. We would do in six weeks what the other units had already begun planning for.

Seventy men of the Guard and back-up personnel were selected and measured for uniforms, and these were received from the tailor four days prior to departure. Five days leave was arranged with employers where necessary, and ninety men arrived at Rockcliffe for training on 30 June.

History will record this spectacular and unprecedented event of 5 July when Her Majesty, Queen Elizabeth II presented six proud regiments with their Guidons or Colours before throng of invited guests and spectators.

Following the ceremony, the serving officers and special guests with their ladies, were presented to Her Majesty and His Royal Highness, Prince Phillip at a special reception.

The support of the people of Sherbrooke was evident and gratifying when more than three hundred and sixty citizens travelled two hundred and twenty-five miles to witness this historic ceremony.

While awaiting approval of The Sherbrooke Hussars Centennial Guard, research was being carried out on the dress, accoutrements and weapons used by the regiment in 1866, then known as the Sherbrooke Battalion of Infantry. The guard of thirty-five men was to be dressed in period uniforms, armed with .577 Snider Enfield rifles and to perform drill and battle tactics of that era.

Thirty-five hand picked student members of the unit were selected in December to be trained in 1866 drill by 2/Lt DAG Cruickshank, a unit officer with seven years experience with the Old Fort Henry Guard. Regular Saturday afternoon drill sessions followed from then until spring resulting in a precision guard that could have matched in efficiency, any squad of that period.

Thirty-four 100 year old .577 Snider Engields were rented from Bapty's of London, England; uniforms, shakos, cap badges and quarter Wellington boots were made to measure from various suppliers throughout Canada, but accoutrements would only be obtained at prohibitive cost, therefore the unit assumed the task of manufacturing from simulated leather and other material, thirty-five back packs, cartouche pouches, ammunition pouches, water bottles, rifle slings and numerous cross straps.

Twenty-eight gauge shotgun shells were purchased, emptied and re-loaded with black powder in sufficient quantity to enable the Guard to fire six hundred rounds at each of the thirty-two performances.

A dismountable facade of the front of the armouries fifty feet long and twelve feet in height was constructed for the fifteen out of town shows to serve as a backdrop for the bank, and to add a professional theatrical touch to the presentation. Seventeen shows were given in Sherbrooke without the bank on three afternoons a week as a tourist attraction.

The one and a half hour show with the Sherbrooke Hussars Bank in support presented at fifteen communities outside Sherbrooke, consisted of a thirty minute band concert followed by a one hour demonstration of 1866 precision drill, bayonet exercises, battle formations and tactics complete with noises of battle and a bayonet charge.

Radio, press and television coverage was excellent throughout the summer.

Aside from the scheduled presentations of the Centennial Guard, members of the Guard underwent regular training. Courses were conducted for recruit, TMM 1 and 2, Crewman Reconnaissance and Junior NCO. The results achieved from these courses and the success and acclaim of the Guard, left each member with a sense of pride and achievement.

The Centennial year of The Sherbrooke Hussars was brought to a close with a Centennial Ball on 23 September. The drill hall was decorated in regimental colours and displays of old regimental uniforms traced the unit's history since 1866. Two orchestras were in attendance, and refreshments were served.

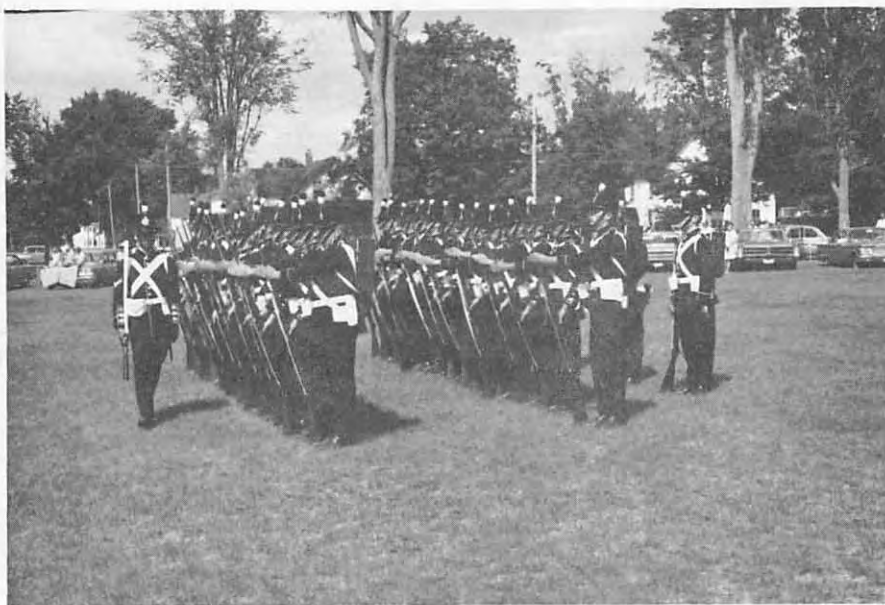
The following week an all-ranks dance was held, again using the same decorations and theme.

The old infantry Colours, presented to the regiment on 7 August, 1937, were laid up in St. Peter's Anglican Church, where Colours of the last one hundred years are displayed, in an impressive ceremony on Sunday morning, 12 November. The Band, seated in front of the congregation played the music for the hymns, and the lesson was read by the Commanding Officer.

In the afternoon of the same day, the regiment participated with other militia units in an ecumenical Armistice service at St. Michael's Basilica, followed by a parade to the cenotaph where the Sherbrooke Hussars provided the firing party.

The success of Centennial year was the result of the unselfish and devoted efforts of all unit members, ex-members and friends of the regiment, together with the cooperation of all news media.

The favourable publicity received following the Freedom of the City parade, and Presentation of the Guidon at Ottawa combined with the performances of the Centennial Guard throughout the Eastern Townships did much to improve the image of the militia in the area and to demonstrate the capability of militia personnel to handle any task assigned to them.



TANKS OF THE PAST



T41 (WALKER BULLDOG)

Le Regiment De Trois Rivières (RCAC)

Histoire Annuelle - 1967

Steady progress was made during 1967. There was an increase in qualifications and a new training programme stimulated the members of Le Regiment de Trois-Rivières.

The efforts and efficiency of all ranks were crowned when the TRR was awarded the WORTHINGTON, ROSS and BUCHANAN TROPHIES in 1967.

The following qualifications were obtained during this past year:

a. Captain	Part 1 - 2	Part II - 1
b. Lieutenant	Part 1 - 4	Part II - 4
c. Senior NCO	Part 1 - 5	Part II - 5
d. Junior NCO	9	
e. Gunnery	Block 1 - 11	Block II - 11
f. Loader/Operator	Block 1 - 31	Block II - 25
g. Crewman Recce	Block 1 - 5	Block II - 5
h. Militia Cook	Group 1 - 5	
i. TMM	Part 1 - 20	Part II - 27
j. Recruit	21	
k. Driver Wheeled	36	

To celebrate Canada's Centennial TRR was called upon to form a "Peloton du Centenaire" consisting of two officers, one senior NCO and 29 other ranks. A total of twenty-two demonstrations, including the elaborate "Feu de Joie", were given to thousands of people in the "Heart of Quebec" region.

Fifteen members of TRR were awarded the Centennial Medal for service rendered.

This unit also provided assistance to the major Armed Forces Centennial Projects that visited the Trois-Rivières region.

These celebrations however did not hinder the training program. A total of 56 all ranks past their annual personal weapon classification and 45 qualified on the .30 cal BMG.

Three major training exercises were organized:

- a. Mattawin 1 - A winter exercise in driving recce, communications and minor tactics, which took place near the La Tuque area (100 miles from the TRR LHQ) in below zero temperatures, on the 24, 25 and 26 February, 1967.
- b. Lac Salem 1 - A platoon size exercise held on the 10 and 11 August, 1967 which stressed guerilla and survival training.
- c. Hirondelle III - A crowd control and communication exercise held at Trois-Rivieres Airport coinciding with the Golden Centenaires Air Show. Crowd was estimated at 10,000 people.

During these exercises TRR was self-supporting with excellent training being given to all branches of service within the Unit.

A perfect safety record was achieved with 27,081 driving miles obtained without any accident.

On the occasion of the 50th Anniversary of our affiliated Unit, the Royal Tank Regiment of London, England, Honourary Colonel John G Vining attended their festivities in Germany from the 14 to 16 July 67 and had the opportunity to have a brief talk with Her Majesty Queen Elizabeth.

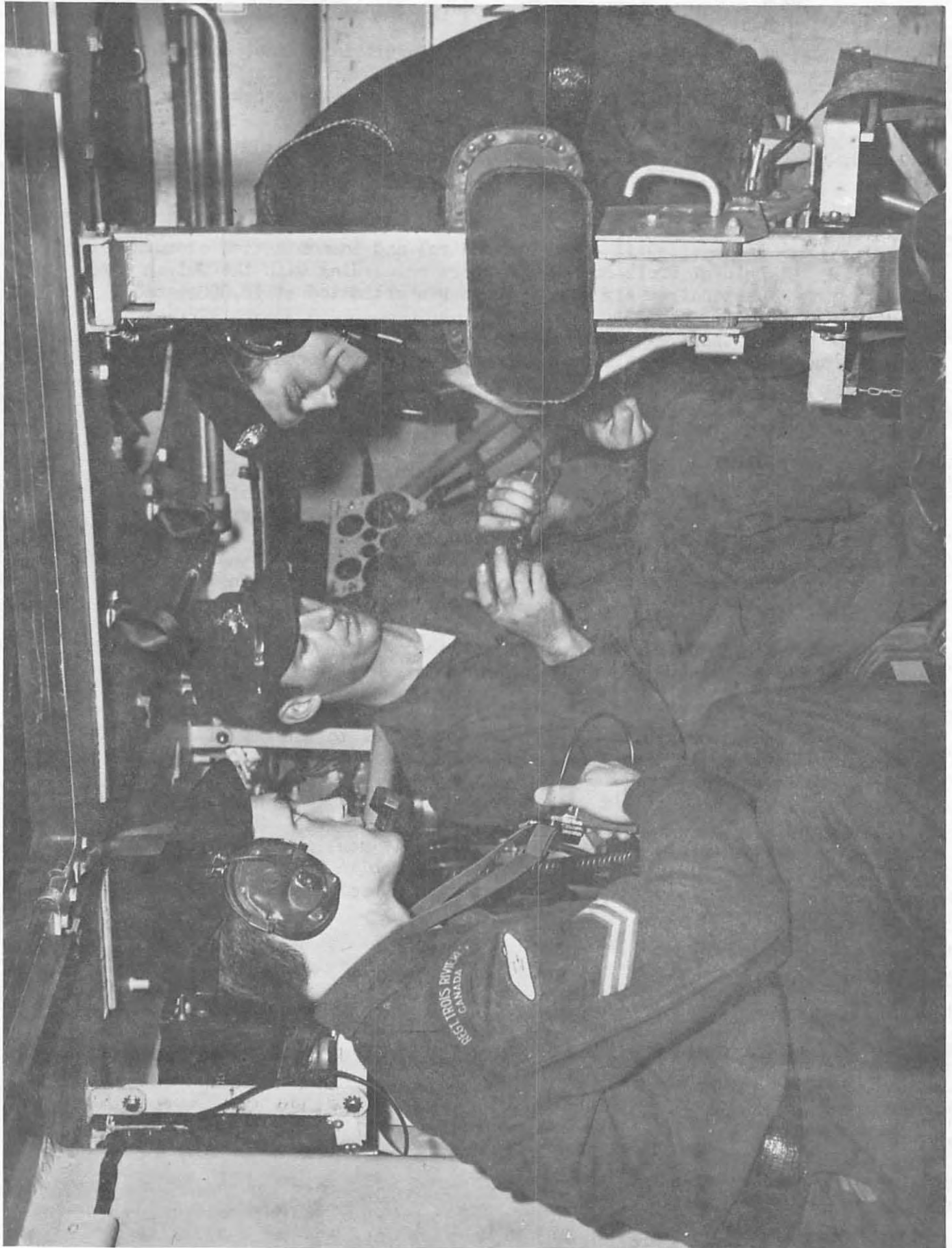
One TRR trooper was employed as a transport driver in C Sqn 8 CH from 14 Aug 67 to 24 Oct 67 in Exercise ORION 67 held in Germany.

An M113A1 drivers course was started in Nov 67 at CFB Valcartier however due to mileage restrictions on these vehicles no tracks have turned as yet.

A radio conversion course from "old" C 42 to the new RT 505/PRC 25 and AN/GRC 46 was initiated in late autumn.

Our new GAT program got under way in Oct 67 and is doing well.

Le Regiment de Trois-Rivieres (RCAC) is now looking forward to its new role which it has now to play in the Mobile Command Reserve and all members are working hard to achieve this new aim and withhold the TRR reputation.



The First Hussars

Centennial Year

The First Hussars will long remember Centennial Year as one producing maximum activity for all ranks and one marked by great changes.

In early January, the Regiment received information that the Guidon, the first for the unit, would be completed and delivered by July 1st and, further, we were invited to participate in a Presentation Ceremony on Parliament Hill on July 5th. The Guidon, together with Guidons and Colours of four other units, was to be presented by Her Majesty, The Queen.

Needless to say, with only a short six months of preparation available, all ranks turned to with a will. In this time, we produced a 50 man Guard and a colour Party and the detailed story of these preparations would, in itself, fill a volume.

In late June, the Regiment moved into CFB Rockcliffe, in tented accommodation, with the other units involved in the Ceremony. A final week of ceremonial drill found the Regiment in top shape for the great day. In the view of hundreds of former Hussars and friends and well wishers, the Regiment received its Guidon from the Queen.

The First Hussars Association held a reunion in London on July 8th and 9th, following the Regiment's return from Ottawa, and in which the Regiment participated. On July 8th we received the Freedom of the City of London at the new London Centennial Hall opposite Victoria Park and on Sunday, July 9th paraded to the "Holy Roller" for our Annual Drumhead Service*. Association participation and support during all these activities remained immeasurable.

Following our annual Church Parade in Sarnia on November 10th, the Regiment received the Freedom of the City of Sarnia. C Squadron marched proudly in the Regiment's ranks that day.

The Guidon Ceremony precluded a maximum participation in Centennial activities. We were unable to parade in the London celebrations on July 1st but did produce a squadron in the Sarnia parade on July 15th. We also produced a tank troop in two demonstrations in smaller municipalities near London.

Our training programme for the training season 1966-67 did not suffer greatly in its exposure to the other events. We were able to maintain a high standard in training throughout the training season and were rewarded with the presentation of the Cumberland Trophy at the RCAC Conference in Cagetown. This marked the fourth time that the Regiment had captured this Trophy.

The end of the training year 1966-67 marked the end of tank training on any great scale. In September, the Commander, Ontario Region allocated the Regiment a task in Mobile Command Reserve - the production of a light armoured squadron. The conversion to the new role has produced a keen interest and high morale and all ranks have tackled the new job with vigour and élan.

* (Editor's Note: The "Holy Roller" is the First Hussar's Memorial Tank in Victoria Park, London, Ontario)

We now look forward with high hopes to the successful completion of another training year. In our endeavours, many new lessons have been learned and many old skills re-tested. Our instructors have attended indoctrination courses at CFB Borden and are applying their new knowledge and skills in the training of the Regiment. We are pleased at the acceleration in recruiting and are obtaining many fine young recruits. More particularly, we have gained in young officers and our officer slate is nearing its established strength.

A special thanks is due to Lieutenant Colonel Bill Terry and his able staff, Major George Aitken and Captain Jim Ruttkay for the long hours of preparation, guidance and advice which have added so much to our conversion training. Their knowledge and interest has guaranteed success in our new role.

Our aim of course, is to preserve the high training traditions within the Regiment and the Corps.

TANKS OF THE PAST



CONQUEROR

PRINCE EDWARD ISLAND REGIMENT

CENTENNIAL PROJECT

On 17 July 1967 Her Majesty, Elizabeth, The Queen Mother, visited the "Birthplace of Confederation" Charlottetown, Prince Edward Island as part of her Canadian Centennial Tour of the Atlantic Provinces. As part of her Charlottetown visit, Her Majesty graciously unveiled the Memorial Plaque which was affixed to a Memorial Tank - a Sherman M4A2E8 - located at Queen Charlotte Armouries. The Memorial Tank was mounted on a slab of concrete and the securing and mounting of the Memorial Tank and Plaque was the official Centennial Project of the Prince Edward Island Regiment.

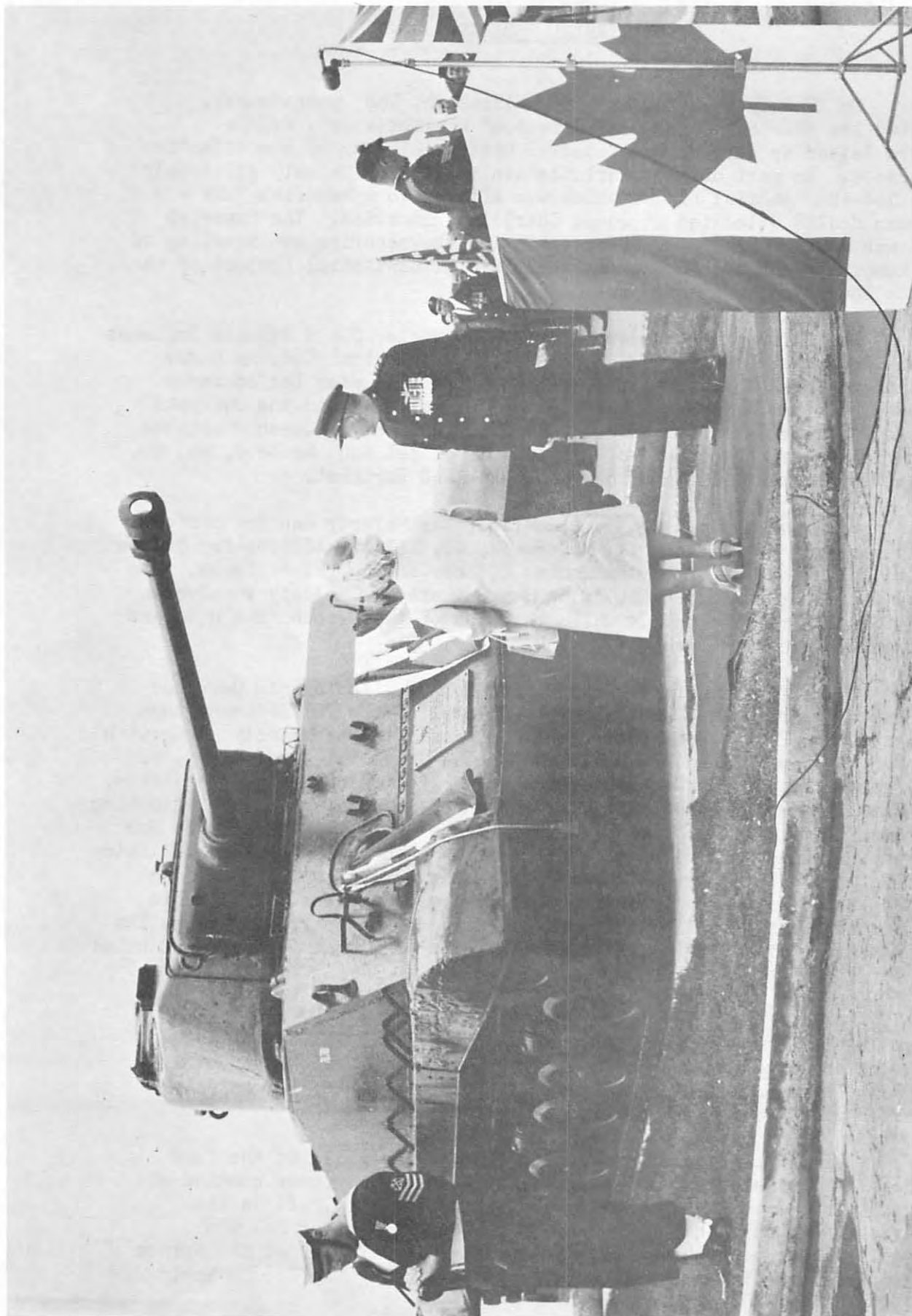
The PEI Regiment under Major W.W.S. Veale, CD; 5 Signals Regiment under Lieutenant Colonel H.R. Hennessey, CD; 5 Medical Company under Lieutenant Colonel A.R. Roberts, CD; The Royal Canadian Legion under Comrade Pius Smith; and the War Amputees Association and the Overseas Nursing Sisters Association were formed up in front of Queen Charlotte Armouries under the command of Lieutenant Colonel E.G. MacLeod, MC, CD, Commanding Officer of the Prince Edward Island Regiment.

Upon her arrival at the Armouries, Her Majesty and the official party were met by Colonel D.J. McCormack, CD, Militia Advisor for Prince Edward Island and a former Commanding Officer of the PEI Regiment. The party was escorted to the Reviewing Stand where Her Majesty received a Royal Salute from the parade while the Band of the Prince Edward Island Regiment played "God Save the Queen".

LCOL, The Honourable W.J. MacDonald, ED, Lieutenant-Governor of Prince Edward Island and Honourary-Colonel of the PEI Regiment then presented the Parade Commanders mentioned above to Her Majesty along with S/L J.F. MacKay, CD and F/L M.N. Weagle, the Chaplains (Protestant) and (RC) respectively from CFB Summerside, PEI. Following the presentations, F/L Weagle led in the Dedication Prayer and S/L MacKay gave the Dedication Address. After this, the highlight of the ceremony took place when Her Majesty graciously unveiled the Memorial Plaque on which was the following inscription: "Dedicated to the memory of the men and women of Prince Edward Island who gave their lives in the Armed Services of Canada in the Second World War, 1939-1945, unveiled by Her Majesty, Elizabeth, The Queen Mother, 17 July 1967, as a Department of National Defence Centennial Commemoration".

Following the unveiling, Cpl Blanchard of the Prince Edward Island Regiment sounded the Last Post and Reveille. Her Majesty was then presented to Comrade Smith and was invited to review the Royal Canadian Legion members on the parade. Following this, Her Majesty departed with a Royal Salute from the parade.

During the ceremony four sentries were detailed at the four corners of the Memorial Tank. The Sentry Detail was under command of WO2 E. Leger, CD of the Prince Edward Island Regiment. It is also interesting to note that the Royal Tour Co-ordinator for PEI was Brigadier W.W. Reid who was the first Commanding Officer of the Prince Edward Island Regiment when it was formed following the Second World War in 1947.



UNVEILING THE MEMORIAL TANK

Royal Canadian Hussars

Report Of Activities - 1967

1967 was a busy year in the regiment. From January to May the unit carried out intensive training in driver-track trades and recruit subjects. Several week-end tank driving exercises were held at Farnham. Also, an overnight field craft exercise was held in December at Farnham. This exercise was extremely well attended and well conducted by unit officers and senior NCOs with excellent support from the District I Staff. Small arms range practice was held in the spring at the Mount Bruno range. Several members of the unit were on attachment to the Regular Force (8CH) during the training year.

In September the Regiment was advised that it had been tasked to supply a Light Armoured Squadron to the Mobile Command Reserve. This is an assignment of which the Regiment is very proud and all ranks are looking forward to a challenging training program.

We have already had liaison meetings with the Commanding Officer and 2IC of the 3 Armoured Training Regiment, and the Regiment's participation in this organization as part of Mobile Command is eagerly looked forward to.

The highlight of 1967 for this Regiment was its Centennial Project.

It was decided by Lieutenant Colonel K.C. Booth, the Commanding Officer, that the unit would provide a Mounted Troop in the Hussar Full Dress of 1867 as a Centennial Project.

The object was to have the troop participate in various Centennial celebrations in the municipalities in the Montreal area.

Authority was received from CFHQ and equestrian training commenced in early May. This training was carried out under the supervision of Colonel H. Wyatt Johnston, the honorary Lieutenant Colonel of the Regiment and a former Commanding Officer of the unit prior to 1939.

The first event was participation in the Centennial celebration of the City of Pointe Claire on 20 May.

The troop participated in eight other municipal celebrations over the summer months.

All members of the troop worked enthusiastically under difficult circumstances. Army pattern tack and saddlery were not available, old uniforms had to be repaired and sabres borrowed. However, the project was most successful and the troop was a credit to the Regiment.

On 13 October, 1967 Lieutenant Colonel K.C. Booth, CD retired as Commanding Officer, handing over command to Lieutenant Colonel H.W. Locke, CD.

Colonel Booth joined the Regiment as a cadet in the Regiment's Cadet Corps in 1941 and has served continuously with the Regiment except for an attachment to the Argyll and Sutherland Highlanders in Hamilton, Ontario and for a year as a Squadron Commander with the BCRs in Vancouver.



TANKS OF THE PAST



CHAFFEE MARK 1

The South Alberta Light Horse

Centennial Year

1967 was a most memorable year for The South Alberta Light Horse and training in preparation for the receiving of the Guidon began in earnest early in the year. The Regiment was pleased to receive some invaluable assistance from the Fort Garry Horse who provided staff for intensive training during the Easter week.

A number of weekends in the spring saw members of the Regiment moved to Calgary for final preparations and practice. Rehearsals were carried out under bright prairie sunshine but May 25th dawned dark and damp. Before the parade, the following message from the Colonel-in-Chief was read:

"From Princess Marina, Colonel-in-Chief, The Queen's Regiment,
for Commanding Officer.

On the occasion of my most enjoyable visit to my 1st Battalion we send you and all Ranks of the South Alberta Light Horse our greetings and best wishes at the time of my daughter's visit to you and hope you are all having as happy a time as we are.

MARINA, COLONEL-IN-CHIEF."

H.R.H. The Princess Alexandra braved the elements and made the official presentation of the Regimental Guidon to the South Alberta Light Horse on May 25th, at Calgary, Alberta. The presentation parade was shared with the Calgary Highlanders, who received their new colours.



Lieutenant Colonel R.W. Ainscough, with the Commanding Officer of The Highlanders accompanied Her Royal Highness on the inspection of the Guards. The South Alberta Light Horse Guard Commander was Major J.D. Heine. Receiving the Guidon was the Regiment's Senior Warrant Officer WO2 A. Arelis. The presentation took place in Calgary owing to the fact that the schedule of the Royal Tour did not allow for a visit to the South Alberta Light Horse's home city of Medicine Hat.

The following Saturday, the Guidon was trooped in Medicine Hat, and at that time the Regiment was granted the ancient privilege of the Freedom of The City, by the Mayor. During these ceremonies the Regiment was most pleased to have as their special guests Major General and Mrs F.F. Worthington. The height of this privilege of having the Colonel-Commandant of the Royal Canadian Armoured Corps was increased as the Regiment recalled his participation as they gathered for Memorial Services later in the year following Major General Worthington's death. His presence at the Guidon Ceremonies provided one last bond with a Regiment which loved him well.

On the Sunday following the Guidon presentations it was Major General Worthington who took the salute and who unveiled the Memorial Sherman Tank donated to the City of Medicine Hat at Services conducted by the Regiment's Chaplain Captain R. Thompson. This tank, standing in Medicine Hat's Riverside Park, serves as a reminder of the brave men of the South Alberta Regiment who gave their lives during World War II.

To see "Worthy's" famous half-track at the head of the Freedom of the City Parade and to have him participate in the Regimental Ball and Memorial Service were nostalgic moments for all of those who were involved.

The Officers and Men of the South Alberta Light Horse were also pleased to welcome Major Mike Reynolds of the 1st Battalion The Queen's Regiment, at the presentation in Calgary. The fact that he was able to make the 2,000 mile trip for the presentation was much appreciated by all.

On the first of July the Regiment paraded in the Medicine Hat Centennial parade and during the summer the Regiment sponsored other Centennial Programs in the visit of The Golden Centennaires and The Armed Forces Centennial Caravan.

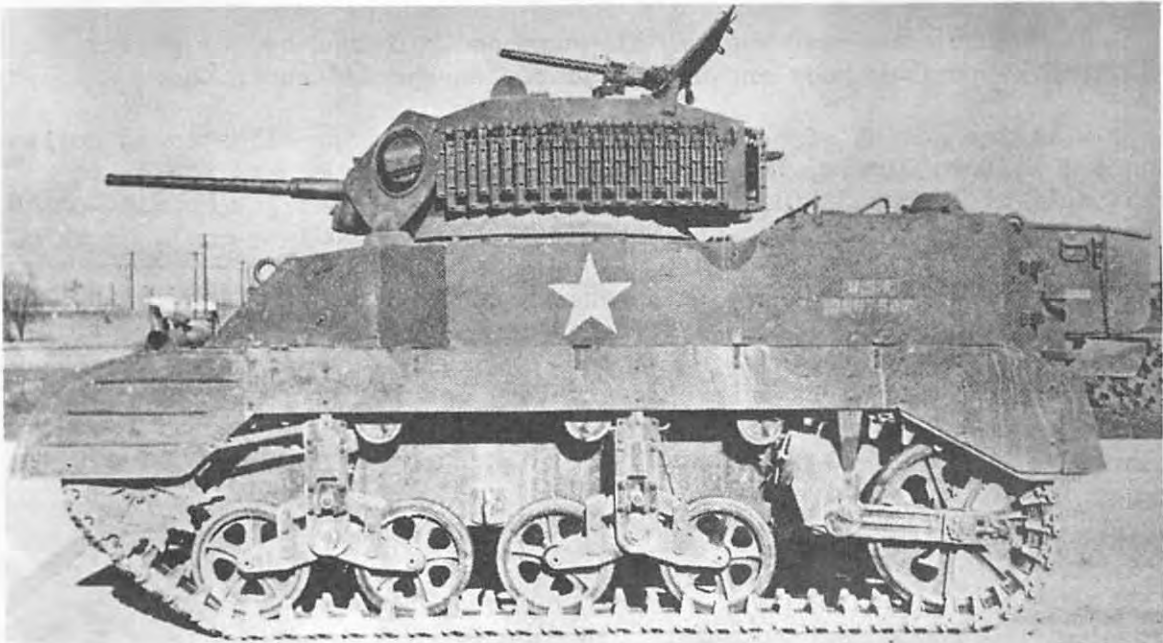
Summer also saw a good program of training with a number of NCOs participating in Senior and Junior NCO courses. Captain L Fooks completed his Field Officer Training and Second Lieutenant L. Winder qualifying. Recruiting was given top priority with the start of the training year.

In the Fall, a shoot was held at the Suffield Range and aside from being an excellent training event, it was notable as it may mark the final firing of the Shermans.

The Commanding Officer was advised of the task of the Regiment while attending the RCAC Conference at Camp Gagetown and the South Alberta Light Horse were pleased to learn that they were being given as one of their tasks the formation of a Light Armoured Squadron. Although we did not receive the trade qualifications until January 1968 we anticipated what would most likely be included and got started on all phases of training. In December the supply of POL and vehicle repairs was stopped and so training had to be modified. It is hoped that we will receive the signal sets, vehicles and other equipment in time to qualify personnel as crewmen and to continue our training as a Light Armoured Squadron.

One of the final parades of 1967 took the form of a Memorial Service in memory of Major General F.F. Worthington. Services were conducted by the Regimental Chaplain and music was provided by the South Alberta Light Horse Band under the direction of Corporal R. Ayling. Brigadier W.A. Howard inspected the troops and spoke to the Regiment about "Worthy". The evening was closed with the presentation of Centennial Medals to a number of members of the Regiment.

TANKS OF THE PAST



LIGHT TANK M5A1 - STUART MARK 6

The Saskatchewan Dragoons

Centennial Year

One of the major features of Centennial Year, so far as the Regiment was concerned, was the change-of-command parade. This was marked by a formal handover parade, the principals being Lieutenant Colonel H.D. Ross, retiring commander, and Lieutenant Colonel D.L. Calgas, his successor. Group Captain L.H. Keelan, Commander Canadian Forces Base Moose Jaw, was the inspecting officer, with representatives from Saskatchewan Area in attendance.

This occasion saw over one hundred and fifty all ranks on parade, with representative officers and their wives attending from most regiments or battalions in the Saskatchewan area. The general public, which was invited to view the ceremony, numbered over two hundred, and included TV and news paper reporters and cameramen.

A formal military ball concluded the days events, attended by all ranks of the Regiment, and their guests.

During the course of the year, the band of the Saskatchewan Dragoons produced thirty-one performances, of which sixteen were Centennial Commission Events, and took place at various centres throughout the southern part of the province, including Regina, Weyburn, Estevan, and the International Band Festival in Moose Jaw. During the latter occasion members of the Regiment also controlled traffic for the parade of bands, and established and controlled communications for the festival adjudicators.

Throughout the year regimental personnel provided colour guards for Centennial performances and honour guards on special occasions.

With the advent of new training commitments being allotted to units throughout Western Canada, this Regiment is proud to have been chosen to provide a Light Armoured Squadron and a Strike Platoon for the Mobile Command Reserve, with target date set for 1969.

Every endeavour was made to advance recce crewman training, with the ultimate view to working toward the establishment of our commitment.

Practical exercises were held at every opportunity, with week-end training at Dundurn Military Camp.



WEEKEND EXERCISE DUNDURN CAMP
Preparing for recce "O" group - A Sqn

This weekend entailed recce training by A Sqn while fieldcraft was conducted by B Sqn.

With the exception of sleeping indoors and night schemes in the area, all cooking was done by individuals (including officers) in the field.

Officers, Senior and Junior NCO training also placed high on the priority list, while close attention was given to weeding out non-effectives, and attracting new recruits.

Although training during the year was quite extensive, the social life was not ignored. A joint formal ball between the Officers and Sergeant's Messes was most successful, and a Christmas party for children of the members of the Regiment complete with Santa, produced a turnout of over two hundred in all.

Remembrance day saw the full Regiment on parade, with a special Cenotaph Guard provided by the Regiment, supported by the band of the Saskatchewan Dragoons. As is the custom on this occasion, the Regiment gave a salute to the veterans as they marched proudly past.

New Year's Day saw the usual levées in all Messes, with visitors from Canadian Forces Base Moose Jaw, and also from Area Headquarters Regina. Many of the officers and NCOs of the Regiment were invited to attend the Royal Canadian Legion banquet in the evening.

The British Columbia Dragoons RCAC

Centennial Year

by

LCOL T.C. Chapman, CD

1967 was a momentous and exciting year for all ranks of the British Columbia Dragoons. In March, it became known that our Guidon would be presented on 19 May and from that day forward to the presentation a great deal of planning and training took place. The Guidon was presented to the Regiment by Her Royal Highness Princess Alexandra of Kent at Victoria, British Columbia. A large number of the members of the Regiment were present on the historic occasion along with many former members. Held in brilliant Victoria sunshine, it was a day never to be forgotten by all who were privileged to witness the event.

On 10 June the Regiment turned out in full force to receive the Freedom of the City of Kelowna. Former members of the Regiment, the "Whizzbangs", who had assembled in Kelowna to witness the event marched with the Regiment during the march past. The City of Kelowna invited all participants to a social hour which proved a fitting climax to an exiting occasion. In the evening the annual Regimental Officers Ball was held at the Eldorado Arms. It was a glorious evening enjoyed by all.

The Regiment participated in many local events during Centennial year assisting where they could and they were always appreciated.

Early in October a concerted effort was made to enroll recruits. An intensive campaign was directed at the youth in the high schools, by mailing individual letters to the home address of every eligible student in our area. Excellent cooperation was received from school authorities as well as from municipal authorities and from parents. As a result there was a very satisfactory response to our campaign and, in particular, "B" Squadron with headquarters at Kelowna, B.C.

The new role of the Regiment took effect on 1 January 1968. This placed the majority of the members in Mobile Command Reserve with a segment in Canadian Regional Reserve. The new role gave the impetus to all ranks to show their mettle. A new and challenging training plan was issued 7 February calling for a great deal of work and a heavy demand on the training cadre. Senior personnel found themselves very active organizing courses and planning for the first real test of our role which would take place on 1, 2 June when the Commander Pacific Region made his annual inspection.

Between 25 February and 3 March nine members were assigned to a troop leaders course held at Sarcree Barracks, Calgary, Alberta. From reports received, this course was extremely well run and a great credit to the organizers. The personnel came back to the Regiment full of enthusiasm. Major Robin, who commands the Light Armoured Squadron travelled to Calgary to view the training for himself and was very pleased with the results. During Easter week a number of our personnel spend a very active time learning about crew commander's duties. This course also proved to be of excellent calibre.

In the meantime courses were held on the .30 cal M.G., driver training, wireless training and all training pertinent to our role. There were few idle week-ends for anyone in the Regiment.

On 3,4,5 May sixty personnel traveled to Camp Chilliwack for three days on the ranges. There they fired the SMG and the .30 cal MG, the firing of the latter being a new experience for some members.

From 30 June to 6 July, the Light Armoured Squadron concentrated at Camp Wainwright where they formed part of the Light Armoured Regiment. This was their first real test as an integral part of the Regiment and indicated the strengths and weaknesses in our new role. Some members will stay on at Camp Wainwright to take advantage of courses offered.

The British Columbia Dragoons accepts the challenge of the new role. It will continue to improve as more equipment and additional courses become available. Next year's report should provide an interesting comparison.

TANKS OF THE PAST



SHERMAN

The Fort Garry Horse (Militia)

Centennial Guard

by

Lt B.G. Clarke

In Manitoba, as in the rest of Canada, Centennial 1967 was a year of many things, of many events and many celebrations. Not the least of these was the project of the Fort Garry Horse (M) Regiment, a project which was both ambitious and unique in Manitoba. The Fort Garry Horse (M) undertook to man a full-time Nineteenth Century Ceremonial Guard at Lower Fort Garry National Historic Park. For any unit it was a considerable undertaking, an undertaking not without its difficulties but also with its rewards.

For some time the Regiment had been looking for some suitable project for the nation's centennial celebrations, a project which would bring credit to the unit but, at the same time, be of benefit and interest to the public at large and complement the other celebrations taking place in the Province of Manitoba. The idea of mounting a ceremonial guard at Lower Fort Garry National Historic Park had first been proposed in 1966 by Major J.A. Vadeboncoeur of the Regiment. This proposal held considerable attraction and promise since Lower Fort Garry was accessible to the unit and to the public, it was one of Western Canada's outstanding historical sites (being the only intact and original fort in the West), and its tourist potential had seemingly been ignored over the years. The proposal was accepted as a worthy and suitable Centennial endeavour. However, upon looking into both the background of Lower Fort Garry and the Fort Garry Horse it was found that though the Fort Garry Horse and parent units had roots deep in Manitoba history, the Regiment really had no direct connection with Lower Fort Garry. In light of these findings it was decided that if the Regiment was going to go into the Fort, it should portray an army unit which had actually been stationed there during the Nineteenth Century, rather than be historically inaccurate by portraying the Fort Garry Horse of yesteryear, who never were there. It was decided we should portray the 6th Regiment of Foot (Royal Warwickshires) who were garrisoned at Lower Fort Garry from 1846 to 1848. Why the Warwicks? The Warwicks were the largest military unit to be garrisoned in the West, having been sent as a result of the Oregon dispute with the United States. Although the Oregon question had been settled before the regiment arrived in Canada, it was felt the regiment should remain, the feeling being that a British military presence might deter any further territorial aspirations of the Americans. During their two year stay the Warwicks, under Major Crofton (later Lieutenant General), made their presence felt among the Red River settlers and the Indian tribes. The Indians' admiration for these disciplined men in scarlet was so great that it is said that this was the reason the Canadian Government later chose scarlet tunics for a force of its own creation, The North West Mounted Police.

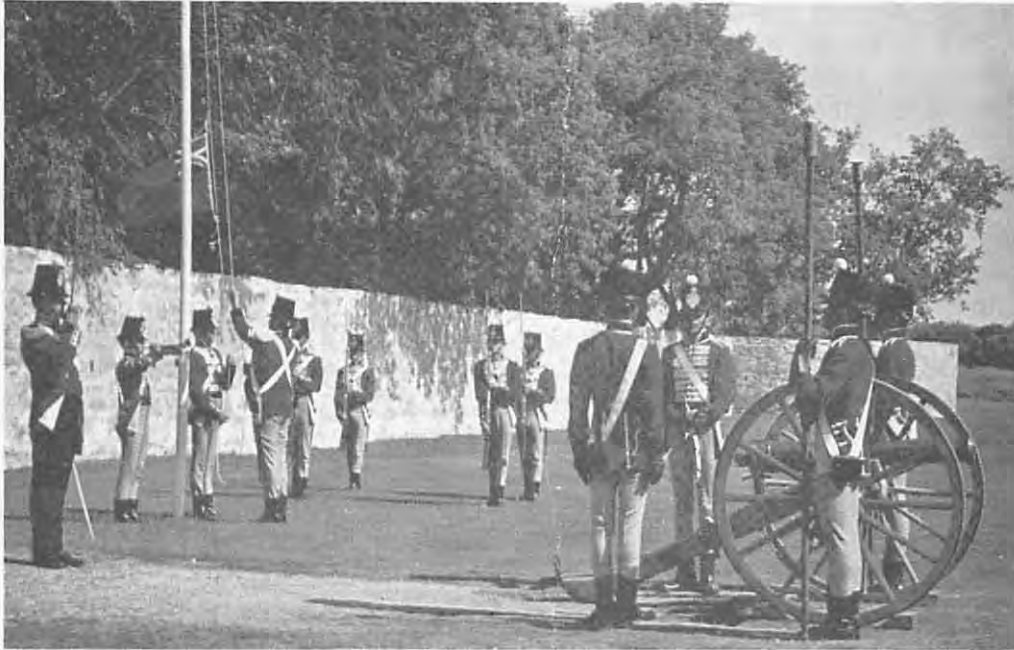
Having selected the theme the Regiment decided upon a guard strength of one officer, one sergeant, a trumpeter and ten privates, standing daily at the Fort from 1 July to 4 September. The plan was submitted by the Regimental Commanding Officer, Lieutenant Colonel W.H. Willis, to authorities concerned. The District Commander, Canadian Army, the Department of Northern Affairs and Natural Resources, and the Manitoba Centennial Commission all favourably supported this Regiment's chosen Centennial project.

With the project being given final approval it was mid-May and only a month and a half to the scheduled opening day. The administrative planning, historical research and period training had yet to begin. Manitoba had never had a historic guard, there were no precedents to follow, there was nowhere that first-hand assistance or advice could be gained locally. There were innumerable questions to be answered. What uniforms were the 6th of Foot wearing in Canada in 1846? What materials were these uniforms made from? What were the button and badge designs; what were the pattern variations for various ranks? What kind of weapons did they carry; where could they be collected? What foot and arms drill was in use in 1846, and, what special drill sequences were observed at colours and sentry changes? What music did trumpeters play at colours, sunset, tattoo, sentry changes? What was the gun drill on the three pounder field piece? Who in Canada could make the uniforms, the rifle ammunition, the cannon charges and the leather accoutrements at very short notice? Where could the men be quartered and fed? These were a few of the many problems to be resolved at this late stage. Lieutenant Colonel Willis, the Guard Commander and the Guard Sergeant worked together to overcome the wide array of problems, some seemingly small, but all important.

By following up a variety of leads, some coming from the most unlikely places, information on the 6th Regiment of Foot, its uniforms and equipment, was gathered. Having determined how they were dressed, a firm was found in Toronto which could make these uniforms by 1 July. Rifles and bayonets were gathered from a number of private collectors and the Hudson's Bay Company Museum. Arrangements were made with CIL in Quebec for the delivery of cannon powder and rifle ammunition. Information on drills of various sorts was received from Ottawa, Fort Henry and the Royal Canadian Artillery Museum. And, since quarters and messing facilities were not available at Lower Fort Garry, bell tents were provided to the guard as quarters, and the mess hall emerged beneath tank tarp. One hundred and fifty year old artillery pieces were brought back into service. Cleaning and firing tools for these weapons were made by regimental craftsmen.

A week before the guard was to open the guardsmen began full time duty. The camp site sprang up a half mile south of Lower Fort Garry on the banks of the Red River, weapons were readied for use, drills were learned. The week gave the Guard Commander and Guard Sergeant the opportunity to toughen the men for the hard days ahead. It also gave the Guards the opportunity to get the bugs out of their equipment, drills, and perhaps, their sleepings bags as well.

On the morning of 1 July, the opening day, the remaining portion of the uniforms arrived by air from Toronto (the first portion had arrived the day previous). Needless to say they were rushed to Lower Fort Garry where, awaiting the opening, were cameramen from the CBC, newspaper reporters, the District Commander, the Regimental Commanding Officer, and the Fort Superintendent. H Hour was noon. At Noon the Guard crossed the start line. Everyone breathed a sigh of relief. There were times when it had seemed there was absolutely no chance of meeting this deadline. Yet the deadline had been met. During the next three days the guard warmed up for its official opening on 4 July.



The Guard was officially opened and inspected by the Earl of Selkirk GCMG, CBE, AFC, a descendant of the Scots nobleman who founded the Red River Colony, and himself a former First Lord of the Admiralty in the McMillan Government in Great Britain. The opening was attended by many distinguished guests, and the Guard performed well. Its performance was noted in the front pages of Winnipeg Papers and on television stations.

In the following weeks the Guard performed daily beginning with a noon gun and colours at 1200 hrs and ending with a sunset ceremony at 2000 hrs. During the day there were regular sentry changes, cannon drills, and on the weekends, rifle drills and firing demonstrations as well. The old-fashioned, methodical drills of the 1846-1848 period, with its slow standard pause of four beats between movements, the tremendous explosions, smoke and flame of the weapons, were always a great hit with the spectators. And, the Guard was popular. During the two summer months one-hundred thousand spectators came and saw the Centennial Guard of the Fort Garry Horse (M). The Guard naturally had its good days and its bad. The more the people the better they seemed to perform. More than a few people complimented the Guard on being better than anything they had seen in Ottawa, or other Forts in Eastern Canada, which also mount ceremonial guards.

However, when the Guard had an off-day it could be rather amusing if not always embarrassing. There was a day when performing before a film crew the flag was briskly and smartly run up the flag pole - up side down; a day when after firing the cannon over the river bank, the bank promptly burst into flame; a day when the Number One on the cannon (the man who actually fires the cannon) forgot to bring anything to fire the cannon with; a day when the Sergeants trousers ripped up the back, and another day when one mortified guardsman had his trousers rip, not at the back but at the front; and yet another day when, after muzzle loading the cannon and ramming the charge down the barrel with the ramming pole or "rammer" the cannon crew could not get the rammer back out of the barrel, nor could it be extracted when six extra guardsmen dropped what they were doing and tugged and pulled on the rammer along with the extremely embarrassed cannon crew. These were some of the humorous incidents. However, this isn't to suggest the Guard was merely a triumph of gumshoe ineptitude. Generally it performed without incident and to a great public response.

For the people who served in the Centennial Guard it was a memorable summer. From a beginning which was fast and furious, with some confusion and loose ends, through a summer which was interesting, illuminating and sometimes exciting, to the end, the final sunset ceremony on 4 September 1967, an occasion when sentiment perhaps got the better of all of us, it was for each one a summer which can never be forgotten and an experience which paid every individual rich personal dividends.

For the Fort Garry Horse (M), who made the whole thing possible, their Guard at Lower Fort Garry National Historic Park was a success, a source of pride, a benefit to the public, and more than that, a very commendable achievement for any organization, be it Militia, Regular Force, or Civilian. It all helped make Centennial 1967 the great and historic celebration that it was.

The Windsor Regiment (RCAC)

Centennial Year

The Windsor Regiment (RCAC) was formed on 15 December 1936 when the Canadian Army Militia was reorganized to include as part of the new concept of a mobile army, the Canadian Armoured Corps. This was composed of six units, five of which were created by the conversion of existing infantry units with the sixth being an entirely new unit, The Essex Regiment (Tank).

Prior to 1937 there were no trained tank men in Canada. General FF Worthington established the first Armoured Fighting Vehicle School at Camp Borden in that year and The Essex Regiment (Tank) was well represented by both officers and senior NCOs on the first class conducted.

On its formation, The Essex Regiment (Tank) was granted the right to wear the proud sign of the Armoured Corps, the black beret and was the first unit in Canada to wear it.

On the outbreak of the war the unit began to recruit until it was at full strength and carried on training at a local level. On 27 May 42 the Regiment was mobilized as the 30th Reconnaissance Battalion (Essex Regt). During the following year the unit trained at St Luke Barracks in Windsor; Carling Heights; Dundurn, Shakatchewan; Camp Borden; and eventually in July 1943 moved to England. After some time in England the Regiment was broken up to provide replacements for other units, both tank and recce.

Following the war the name of the regiment was changed to the 22nd Armoured Regiment and then to the Windsor Regiment. Training has carried on since that time at a generally high level with several notable peaks. The Westby Trophy 1961-62 and the Combat Leadership Team competition in 1963 and 1965.

As with all militia units the Regiment has undergone considerable change in the past few years due to the changes in concept, organization, and role of the militia. Many old faces have passed by the wayside but we are making a determined drive to maintain the spirit of the Regiment with an influx of new blood at all levels. Training in the past year has advanced considerably and we look forward with great interest to the new training which lies ahead in the coming years.

Centennial year was an especially busy one with the Regiment being involved not only with local centennial celebrations but with several other projects, including the sending of several Senior NCO's to the Farnham Quebec Cadet Camp as part of the Centennial Exchange Group. The Regiment was also represented on several trades and qualifying courses conducted at Camp Borden, Camp Ipperwash, Camp Gagetown, and CFB Petawawa.

This is only a very brief account of the history of The Windsor Regiment but serves to highlight the high standard which the unit has maintained in the past and points to the even higher achievements which the unit looks forward to under the leadership of our new Commanding Officer, LCOL I.F. MacDonald, CD.

Report on Training: 1967

During the past year the Regiment has carried out a very heavy training programme with good results being reflected by the present high calibre of personnel in the unit.

Unit strength is rising with approximately 230 all ranks on strength with a very low percentage on non-effectives. During the later part of the year six new junior officers were enrolled and it is anticipated that all of them will qualify successfully in the coming summer. In addition the unit has welcomed two new Squadron Commanders and three new captains during the year. Individuals were candidates on the Major Qualifying Course (1) and the Captain Qualifying Course (2) as well as on the Lieutenant Qualifying (2). The year saw the qualification of six Senior NCOs and approximately 20 Junior NCO's. In addition personnel qualified on the following courses: Driver Non-Trade, Crewman Recce RCAC, Driver APC, Group 1 Sigs, Storeman Clerk Group 1, Driver Mech Group 1, Cook (Mil) as well as Clerk (Adm).

During the spring of the year the Unit carried out training at Camp Ipperwash on 4 weekends in January, February, March, and May. In addition to the Recce Training the unit practiced rifle firing, SMG, BREN, 3.5 in Rocket Launcher, and pistol and firing.

Beginning in September the unit started a series of monthly camps with one weekend per month at Camp Cedar Springs. This has proved to be highly successful with attendance averaging approximately 100 to 125 per weekend. Since Cedar Springs is relatively close to Windsor the unit has more time each weekend for training than when Ipperwash was being used.

The Regiment has been assigned one Recce Troop and one 100 man Strike Company as its task in the Regional Reserve. Training is conducted at a local level on Monday and Thursday evenings and all day each Saturday. The weekend camps as outlined above will also include a close liaison with the Armoured Training Regimental Headquarters at Camp Borden.

With the new roles that have been assigned, the Regiment has been undergoing some reorganization as personnel are allotted to fill the various tasks. It is expected that this will be finished in the near future and that the training in the coming year will reflect a higher standard of achievement than ever before.



THE WINDSOR REGIMENT RECCE VEHICLES MOVE ON
AN EXERCISE

SECTION 6

EQUIPMENT

MBT-70 MAIN BATTLE TANK

MBT-70 is a new main battle tank that incorporates many significant improvements in mobility, firepower and crew protection.

It is being developed jointly by the United States and the Federal Republic of Germany.

Management of the program in the United States is the responsibility of the United States Army Materiel Command and in Germany, the Federal Ministry of Defense.

Contractors in the program are the Allison Division of General Motors for the United States and Deutsche Entwicklungsgesellschaft (German Development Corporation) for the Federal Republic of Germany.

Planned as a successor to the M-60 series of vehicles, the MBT-70 is targeted for production in the early 1970s. Incorporated will be many new engineering advances in engine and transmission design, fire control, suspension, armour protection, and crew protection and comfort.

The 11-1/2 foot-wide vehicle is equipped to operate totally submerged under water or prowl the modern-day battlefield. Shielding, special filters and warning devices protect the three-man crew against radiation as well as chemical and biological air-borne contaminants.

This environmental control system is an Federal Republic of Germany design. This system provides a compatible and adaptable environment in the crew compartment through air purification, conditioning and heating.

Powering the 25 foot long vehicle is a 12 cylinder, air-cooled, 120 degree vee-configuration Continental diesel engine rated at 1475 horsepower. The multi-fuel engine can start, stop and operate while the vehicle is totally submerged under water. Exceptionally high engine output per cubic inch of displacement is achieved by incorporation of variable compression ratio piston assemblies to control combustion chamber pressures, high pressure ratio supercharging, and air-to-air induction air aftercoolers.

Coupled to the engine is a German-made Renk HSWL 354 transmission. It incorporates both converter and lock-up gear ranges with four forward and four reverse ranges giving equal vehicle speeds in either direction. Another engineering feature is the electric controls that provide both automatic and manual shifting. It is manufactured by Renk Gear Corporation of Germany.

Vehicle Steer Control is achieved through an infinitely variable hydrostatic steer system. Also incorporated in the transmission is a hydrodynamic retarder which in forward direction of rotation is capable of providing a maximum braking effort of approximately 1480 horsepower for short periods. In the event that transmission electrical circuits become inoperative, mechanically-actuated control levers are provided for emergency steering and shifting.

With this power package, the MBT can rapidly accelerate to 30 miles an hour from a standing start and climb steep slopes.

The fast moving MBT utilizes a unique new suspension system. Particularly under field conditions, the hydropneumatic suspension system offers the crew exceptional flexibility in adjusting ground clearances to provide the maximum in mobility and also for greater crew comfort. Figure 1. The tank driver is always able to face in the direction that the vehicle is travelling due to a unique "driver pod" mounted in the turret. This "turret within a turret" is stabilized when the gun turret rotates, giving the driver forward visibility and control at all times.

The air/oil system in Pilot Number One which provides for greater vertical wheel travel than on the M-60 vehicle the MBT will succeed, makes it possible to vary the vehicle ground clearance from a normal to a higher or unusually low silhouette. Figure 2. The vehicle can also be tilted front-to-back or side-to-side. This gives the vehicle better traction, provides greater comfort for the crew and enables the crew to reduce total vehicle height to less than any other vehicle in the field today. With vehicle height a prime factor in battlefield effectiveness, the MBT-70 with its mobility and height adjustment feature can move faster over greater obstacles and hide itself behind smaller hills.

Two of the hydropneumatic suspension systems — one developed by National Water Lift Company of the United States and the other by Friessecke & Hopfner of Germany — will be tested in the prototype vehicles.

Main weapon of the MBT is a 152MM cannon capable of firing conventional ammunition and guided missiles. This gun-launcher is similar to the unit operational in the M551 General Sheridan Armoured Reconnaissance Airborne Assault Vehicle being built by Allison at Cleveland and in the latest configurations of the M-60. All three vehicles utilize the electrically-operated breech mechanism designed and developed by Allison and currently in production at Allison's Indianapolis facility.

The missile is fired, automatically controlled and guided by electronic equipment within the vehicle. The missile is capable of scoring extremely high first-round kills on stationary or moving targets. The gunner simply keeps the cross-hairs of the telescopic sight on the target — and the missile does the rest.

The key main armament ammunition will be a high-energy conventional round not presently in use with the M551 and M-60. The MBT also incorporates an automatic loading system, an improvement over the manual loading system of the M-60, with the resulting elimination of the fourth crew member.

The fire-control system developed by the AC Electronics Division of General Motors gives the MBT-70 unexcelled night-fighting capability and greater "hit" probability than previous tanks. Featured is a stabilized fire control system for greater accuracy of firepower. This will extend the fighting capability of the vehicle into the night hours out to ranges of nearly a mile.

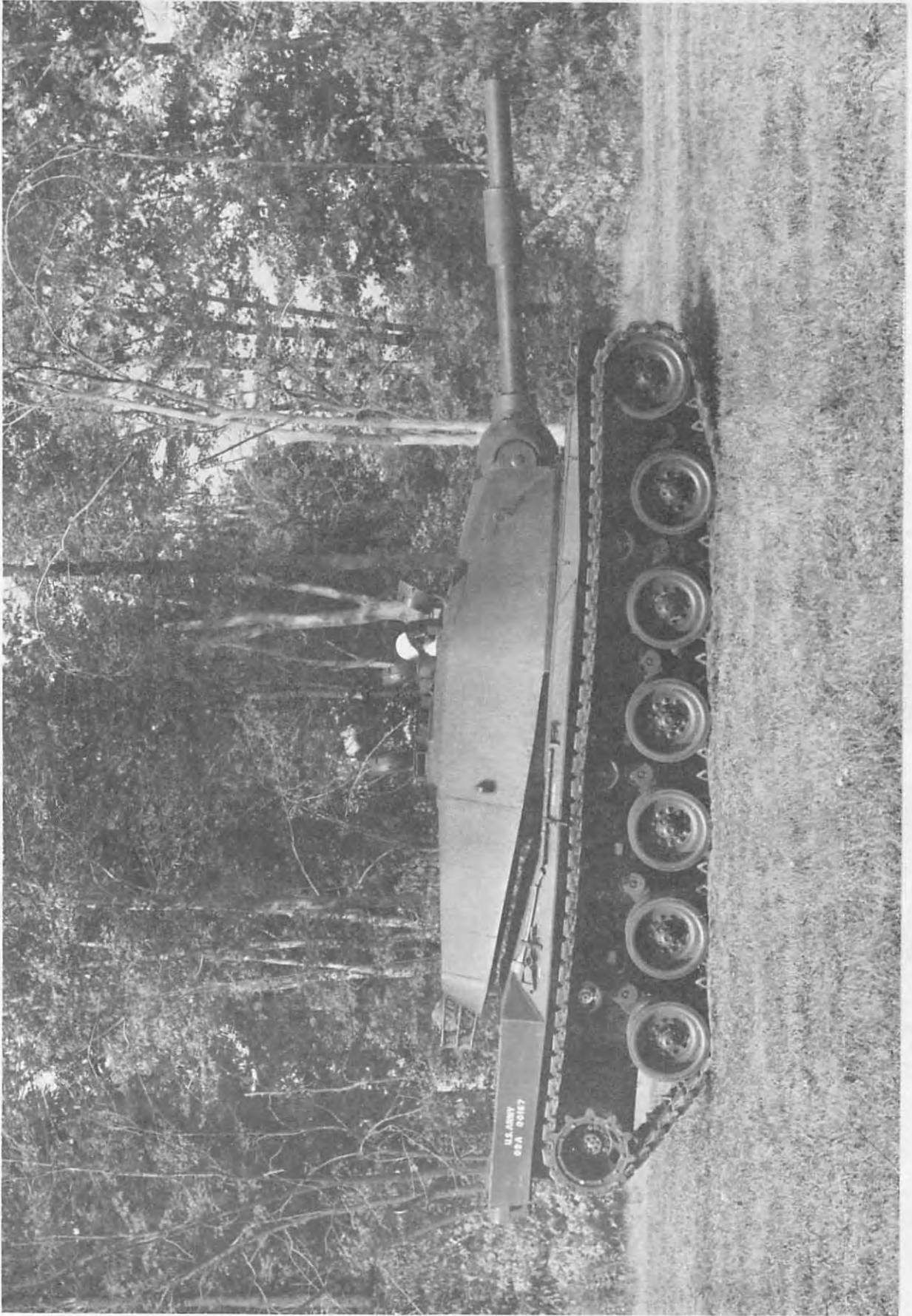


FIGURE 1: MBT-70 TILTED FORWARD ON SUSPENSION

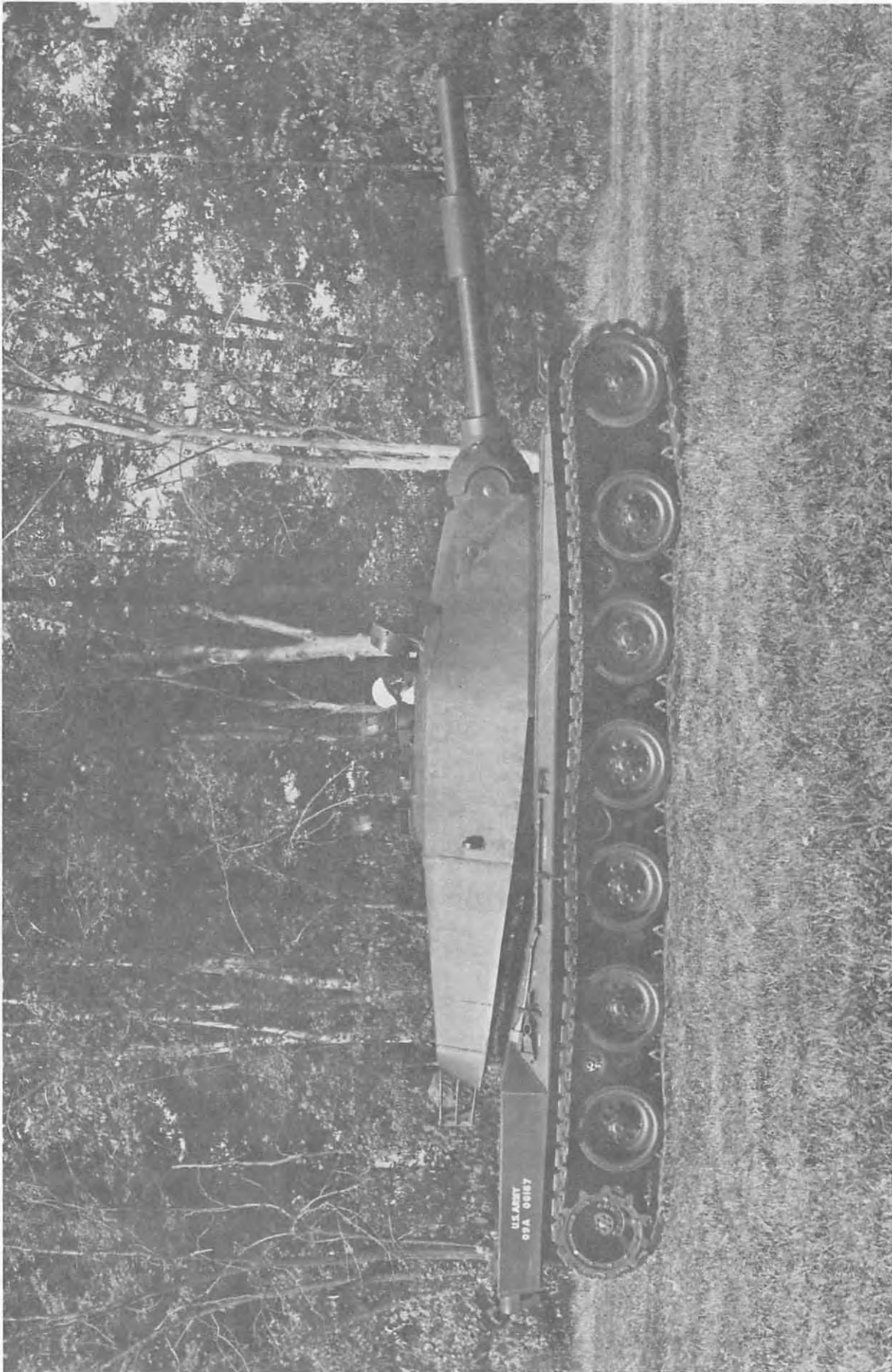


FIGURE 2: SUSPENSION AT LOW SILHOUETTE

LYNX

General. Light armour operations will become more meaningful this year with the introduction into service of the LYNX. The LYNX (M113 $\frac{1}{2}$) is manufactured by the FMC Corporation of San Jose, California and is a member of the M113A1 family of vehicles. It is a smaller version of the M113A1 with a high percentage of components common to the M113A1, including the engine and power train. The LYNX will be used operationally as the scout vehicle in the Light Armoured Regiments and Armoured Regiments. It also will be used in the Field Engineer Squadrons and in the Mechanized Infantry Battalions.

Description. The LYNZ Armoured Full Tracked Command and Reconnaissance Vehicle is a lightweight, low silhouette vehicle designed to provide high-speed reconnaissance and tactical mobility to field commanders. Vehicle versatility permits amphibian operation on streams and lakes, cross country travel over rough terrain, and high-speed operation on improved roads. Track movement propels and steers the vehicle on land and water. Low net weight of the vehicle enables it to be air transported and parachute dropped to using forces. The vehicle accommodates a driver, observer, and vehicle commander. Basic issue items are stowed on sponson areas and on top of the vehicle to provide maximum unobstructed floor space for the crew. Space for installation of the radio equipment is provided on the left sponson between the driver's and observer's stations. A cupola above the commander's station mounts a .50 calibre machine gun. The cupola permits manual control of the machine gun elevation and azimuth and remote firing from within the vehicle. A pintle, externally mounted to the rear of the observer's hatch, receives a manually controlled 7.62MM machine gun.



Data

a. Weight (approximately)

- | | |
|---------------------|------------|
| (1) Combat | 19,300 lbs |
| (2) Air drop | 17,030 lbs |
| (3) Ground pressure | 6.85 psi |

b. Dimensions

- | | |
|----------------------|--------|
| (1) Height (Maximum) | 83 in |
| (2) Length " | 181 in |
| (3) Width " | 95 in |
| (4) Ground Clearance | 16 in |

c. Performance

- | | |
|-----------------------|--------|
| (1) Speeds: | |
| (a) Road (Maximum) | 40 mph |
| (b) Water " | 4 mph |
| (2) Cruising range | 325 mi |
| (3) Vertical obstacle | 24 in |
| (4) Trench crossing | 58 in |
| (5) Gradient | |
| (a) Forward slope | 60% |
| (b) Side slope | 30% |

d. Engine

- | | |
|------------------|-----------------------|
| (1) Manufacturer | Detroit Diesel Engine |
| (2) Series | 6V53 Diesel |
| (3) Output | 215 hp |

e. Transmission

- | | |
|------------------|------------------------|
| (1) Manufacturer | Allison Division - GMC |
| (2) Model | TX100-1 |
| (3) Speeds | 3 forward 1 reverse |
| (4) Ranges | 4 forward 1 reverse |

f. M26 Cupola

- | | |
|---------------|-------------------------------------|
| (1) Operation | Manual |
| (2) Armament | .50 MG, Browning M2(HB) Turret Type |

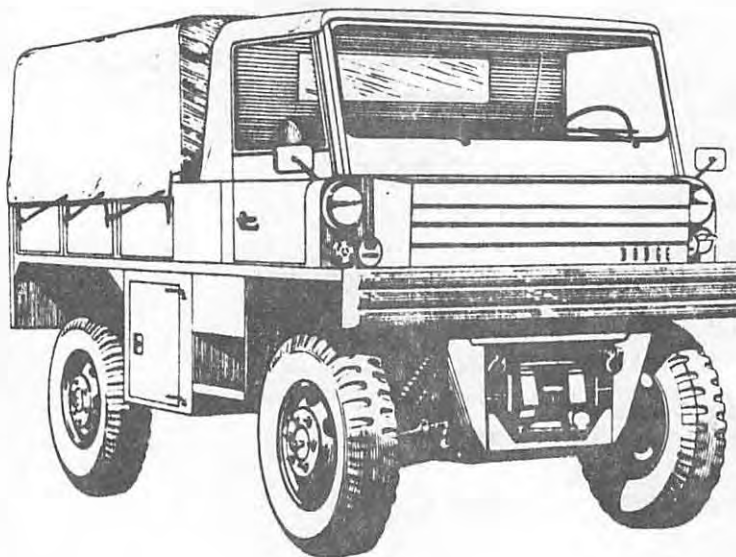
TRUCK, UTILITY, HIGH, MOBILITY, 1- $\frac{1}{4}$ TON "RAM"

BACKGROUND

1. An approved Operational Equipment Requirement (OER) was issued in March 1966 for a Truck Utility, High Mobility, 1 $\frac{1}{4}$ Ton as a replacement vehicle for the M-37, Truck Cargo, $\frac{3}{4}$ Ton.
2. Chrysler of Canada completed a program definition study in November 1966 which resulted in the first prototype of the "Dodge Ram". A development contract with Chrysler was signed on 1 March 1968 for six pre-production vehicles for prototype development and testing. The user testing of these vehicles is scheduled to commence approximately August 1969 at both CFB Borden and CFB Shilo. The trials will last about one year to ensure that the final production vehicles will meet the user requirements. If the programme proceeds according to schedule the first vehicles will start coming off production about mid - 1971.

DESCRIPTION

3. The basic vehicle has been designed so that it may be readily adaptable to other roles by the addition of specialized pods. The programme envisages specialized pods for Command Posts, Weapons, Ambulances, Communications, Shop Repair, Office, etc.



4. Weights.

Curb Weight	W/WINCH	W/O WINCH
Front Axle	3300 lb	3100 lb
Rear Axle	2700 lb	2700 lb
TOTAL	6000 lb	5800 lb

	W/WINCH	W/O WINCH
Payload - Cross-Country	2500 lb	2500 lb
Highway	4000 lb	4000 lb
Gross Weight, CC		
Front Axle	4000 lb	3800 lb
Rear Axle	4950 lb	4950 lb
TOTAL	10450 lb	10250 lb
Towed Load - Cross-Country	3000 lb	3000 lb
Highway	3000 lb	3000 lb

5. Performance.

Maximum Speed, Hwy	60 MPH
Maximum Speed Level Ground	2.50 MPH
Maximum Grade, CC	60 %
Crusing Range	300 mile
Min Turning Radius (Over Bumper)	350 in
Floating Freeboard, CC	16.00 in

6. Engine.

Model	Chrysler 318-3-LA
Type	Gasoline VB Liquid Cooled
Displacement	318 CU. IN.
Bore X Stroke	3.91 X 3.312
Compression Ratio	7.8:1
Brake Horsepower with Accessories	138 @ 4000 RPM
Torque - LB. FT. with Accessories	241 @ 2000 RPM
Engine Weight - Less Accessories -	530 lb
- With Accessories -	617 lb

7. Transmission.

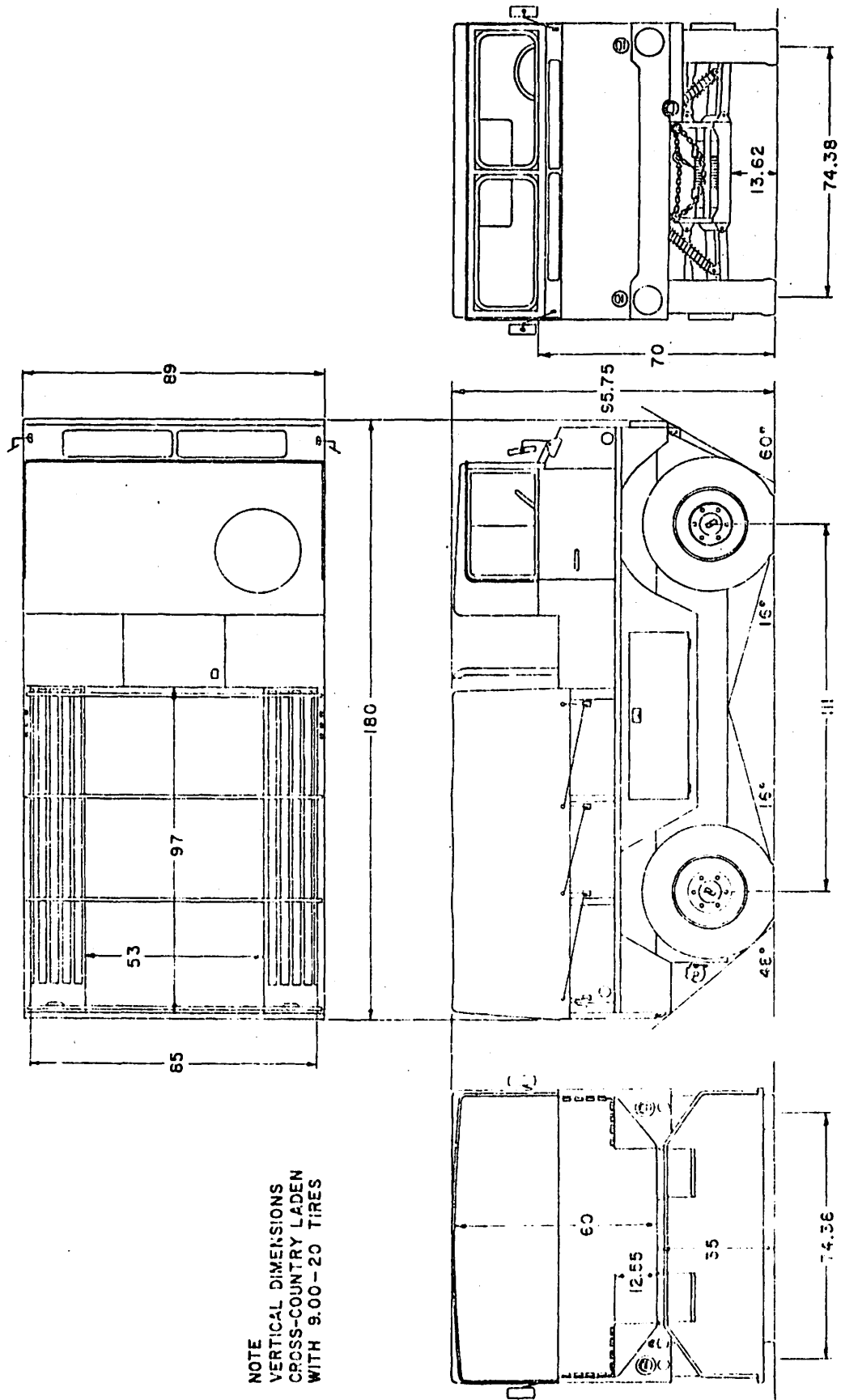
Model	Chrysler
No of Speeds	3 Speed Automatic with Torque Converter

8. Suspension. - Type - Independent Double Wishbone

9. Tires. - Type - Military Tubeless
Size & Ply 9.00 X 20.00 4 Ply Rating

10. Winch Capacity - 8500 lbs

11. Dimensions



NOTE
VERTICAL DIMENSIONS
CROSS-COUNTRY LADEN
WITH 9.00-20 TIRES

TANKS OF THE PAST



A WORLD WAR 2 TANK

SECTION 7

NATO MISSILE TERMINOLOGY

At a joint services' staff college course on guided weapons terminology students were forearmed with clear definitions of the missile terminology now agreed in NATO.

Phrases in common use are therefore set out below with exact explanations (in technical German). It is regretted that translations are not available.

<u>Phrase</u>	<u>Explanation</u>
Guided Missile	Das Skientifiker Gessenwerker Firenkrakker
Rocket Engine	Firenschpitter mit Smoken-und-Schnortan
Liquid Rocket	Das Skwirten Jucenkind Firenschpitter
Missile Engineer	Ein Kristolgazen und Hittenmissengessenwerke Mann
Launcher	Das Firenkrakker Upflinger maschine
Catapult Launcher	Das firenkrakker Pusspussflinger maschine
Guidance System	Das Schteerenwerke
Celestial Guidance	Das Schkiballischts Schtargazen Pepeenglasser mit Komputenratracen Schterrenwerke
Pre-Set Guidance	Das senden Offen mit ein Pattenbacker und Fingeren Gekrossen Schterrenwerke
Infra-red Homing	Das Schteerenwerke von Homensended mit Blipblipecholisten
Control System	Das Pullen-und-Schoven Werks
Warhead	Das Laundenboomer
Nuclear Warhead	Das Earengeschplitten Laundenboomer
Hydrogen Warhead	Das Earengeschplitten Laundenboomer mit ein Gross Holengraund und alles Kaput
Direct Hit	Das Bullzei mit laudscheer
Near Miss	Das Scheerbadluken
Misfire	Das Schwerren